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Marine Licence Application for Construction Projects

Version 1.0

Marine (Scotland) Act 2010

Marine Scotland, 375 Victoria Road, Aberdeen, AB11 9DB
http://www.gov.scot/Topics/marine/Licensing/marine

Acronyms

Please note the following acronyms referred to in this application form:

BPEO	Best Practicable Environmental Option
EIA	Environmental Impact Assessment
ES	Environmental Statement
MHWS	Mean High Water Springs
MMO	Marine Mammal Observer
MPA	Marine Protected Area
MS-LOT	Marine Scotland – Licensing Operations Team
PAM	Passive Acoustic Monitoring
SAC	Special Area of Conservation
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WGS84	World Geodetic System 1984

Explanatory Notes

The following numbered paragraphs correspond to the questions on the application form and are intended to assist in completing the form. These explanatory notes are specific to this application and so you are advised to read these in conjunction with the Marine Scotland Guidance for Marine Licence Applicants document.

1. Applicant Details

The person making the application who will be named as the licensee.

2. Agent Details

Any person acting under contract (or other agreement) on behalf of any party listed as the applicant and having responsibility for the control, management or physical deposit or removal of any substance(s) or object(s).

3. Payment

Indicate payment method. Cheques must be made payable to: The Scottish Government.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

4. Application Type

Indicate if the application is for a new construction site or an existing construction site. Provide the existing or previous consent/licence number and expiry date if applicable.

5. Project Details

(a) Give a brief description of the project (e.g. construction of a new sea outfall).

(b) Provide the total area of proposed works in square metres.

(c) Provide the proposed start date of the project. The start date will not be backdated, since to commence a project for which a licence has not been obtained will constitute an offence, which may result in appropriate legal action. A licence is normally valid for the duration of the project but not exceeding 3 years. If a project will not be completed before a marine licence lapses, it will be necessary for licence holders to re-apply for a further licence to continue any ongoing work at least 14 weeks prior to the expiry date of the licence. **Target duration for determination of a marine licence application is 14 weeks.**

(d) Provide the proposed completion date of the project.

(e) Provide the cost of the works seawards of the tidal limit of MHWS. This estimate should only cover

work taking place below the tidal level of MHWS and must take into consideration the cost of materials, labour fees etc.

(f) Describe the location of the proposed works. Include a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the proposed project. WGS84 is the World Geodetic System 1984 and the reference co-ordinate system used for marine licence applications. Co-ordinates taken from GPS equipment should be set to WGS84. Coordinates taken from recent admiralty charts will be on a WGS84 compatible datum. Ordnance survey maps do not use WGS84. In a few cases, (e.g. laying of long pipelines) it may only be practicable to supply co-ordinates for the start and end points.

Example: For positions read from charts the format should be as in the example: 55°55.555'N 002°22.222'W (WGS84). The decimal point specifies that decimals of minutes are used and the datum is stated explicitly. If seconds are used then the format should be as in the example: 55°55'44''N 2°22'11''W (WGS84).

It is important that the correct positions, in the correct format, are included with this application, as any errors will result in the application being refused or delayed.

To supplement your application, please provide photographs of the project location and submit these with your application. Please also provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which must be marked to indicate:

- the full extent of the works in relation to the surrounding area;
- latitude and longitude co-ordinates defining the location of the works;
- the level of MHWS;
- any adjacent SAC, SPA, SSSI, MPA, Ramsar or similar conservation area boundary.

Drawings and plans will be consulted upon. If they are subject to copyright, **it is the responsibility of the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.**

Sewer outfalls, discharge pipes for industrial waste etc. The size and description of the pipe must be shown on the longitudinal sections and also details of its supports, foundations, methods of jointing and details of any tidal flaps.

Bridges over tidal waters: An elevation with longitudinal and cross-sections of the bridge to a suitable scale must show the dimensions of the spans and width of piers, etc. above and below MHWS and the maximum and minimum heights of the undersides of the superstructures above MHWS. The headroom above MHWS and the width of span of the nearest bridges, if any, above and below the site must be stated.

Tunnels under tidal waters: The longitudinal section of the tunnel must show the distances between the bed of the river or estuary and the top of the tunnels. Cross-sections must show the internal and external dimensions of the tunnel and particulars of construction. When a proposed future dredging level is known this must also be shown on all sections.

Overhead cables: Catenary must be supplied in addition to the site plan showing the minimum clearance of the cable at MHWS and the electrical clearance allowed.

(g) Indicate if the project is located within the jurisdiction of a statutory harbour authority and provide details of the statutory harbour authority where relevant.

(h) Provide a full method statement, including schedule of works and the ultimate fate of the structure.

(i) Provide assessment of the potential impacts the works may have, including interference with other uses of the sea. Please include details of areas of concern e.g designated conservation areas, such as a SAC, SPA, SSSI, MPA or Ramsar site and shellfish harvesting areas. Further guidance on designated conservation areas can be obtained from SNH at this website:

http://gateway.snh.gov.uk/sitelink/index.jsp and guidance on shellfish harvesting areas can be obtained from http://www.foodstandards.gov.scot/ with regards to the Shellfish Waters Directive (2006/113/EC) which has parameters set to protect the water quality in which edible shellfish are grown.

Applicants should also be aware of the need to pay due regard to coastal and marine archaeological matters and attention is drawn to Historic Scotland's Operational Policy Paper HP6, "Conserving the Underwater Heritage".

Any application for beach replenishment works must be cross checked as to whether the proposed site is a designated bathing water site. If so, all physical works should ideally be done outwith the Bathing Water Season (1st June to 15th September). Further guidance on the Bathing Waters Directive (2006/7/EC) can be obtained from http://apps.sepa.org.uk/bathingwaters/.

Where there are potential impacts from the works, please provide details of proposed mitigation, such as use of MMOs or PAM, in response to potential impacts.

6. Deposits and/or Removals

(a) Complete the table to indicate all permanent substances or objects to be deposited and/or removed from below MHWS. If you propose using types of substances or objects for which a specific box is not provided in the table, please describe the nature of such substances or objects in the box marked "other".

(b) Please indicate the method of delivery of any substance(s) or object(s) to be placed below MHWS.

(c) Where the proposed work involves salt marsh feeding, beach replenishment or land reclamation the description of the substances or objects must include details of its chemical quality. Where the substances or objects have not been chemically analysed, MS-LOT may request representative samples for analysis or require the applicant to arrange for analyses to be undertaken before the marine licence application can be determined.

(d) If temporary deposits are required, please provide details as with the permanent deposits above. The temporary deposit location details (Latitude and Longitude WGS84) must be added to the form, and the period of time the site will be used must be provided. If granting a licence, MS-LOT will include on the document details of any area that has been approved as a temporary deposit site.

7. Disposal of Dredged Substance(s) or Object(s) at Sea

(a) If you are proposing to dispose of any excess substance(s) or object(s) arising from the project at sea, a separate marine licence will be required (see Dredging and Sea Disposal application form). The granting of a marine licence for construction projects does not imply that a marine licence for sea disposal will also be granted as different assessment criteria are used to determine each type of application. If a separate application is being submitted for dredging and sea disposal then this must be accompanied with a BPEO report.

(b) Provide the quantity of dredged substance(s) or object(s) for sea disposal in wet tonnes.

8. Noise Monitoring

Under the Marine Strategy Regulations (2010), there is now a requirement to monitor loud, low to mid frequency (10Hz to 10kHz) impulsive noise. Activities where this type of noise is produced include seismic airguns, other geophysical surveys (<10kHz), pile driving, explosives and certain acoustic deterrent devices. Where noisy activity is being undertaken, you must complete an initial registration form for the noise registry which allows you to provide details on the proposed work. Completion of a 'close-out' form, which allows licensees to provide details of the actual dates and locations where the activities occurred, is also required within 12 weeks of the completion of the 'noisy' activity or, in the case of prolonged activities such as piling for harbour construction or wind farms, at quarterly intervals or after each phase of foundation installation.

These forms can be downloaded from:
http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction

Marine licence applications will not be accepted until this form has been completed and submitted.

9. Statutory Consenting Powers

Please describe in the answer to this question what (if any) statutory responsibilities you (or your client) have to consent any aspect of the project.

10. Scotland's National Marine Plan

Scotland's National Marine Plan has been prepared in accordance with the EU Directive 2014/89/EU, which came into force in July 2014. The Directive introduces a framework for maritime spatial planning and aims to promote the sustainable development of marine areas and the sustainable use of marine resources. It also sets out a number of minimum requirements all of which have been addressed in this plan. In doing so, and in accordance with article 5(3) of the Directive, Marine Scotland have considered a wide range of sectoral uses and activities and have determined how these different objectives are reflected and weighted in the marine plan. Land-sea interactions have also been taken into account as part of the marine planning process. Any applicant for a marine licence should consider their proposals with reference to Scotland's National Marine Plan. A copy of Scotland's National Marine Plan can be found at: http://www.gov.scot/Publications/2015/03/6517/0

Indicate whether you have considered the project with reference to Scotland's National Marine Plan and provide details of considerations made with reference to the policies, including but not limited to General Policies 7 and 13 (GEN 7 and GEN 13), that have been considered. If you have not considered the project with reference to Scotland's National Marine Plan please provide an explanation.

11. Pre-Application Consultation

Certain activities will be subject to public pre-application consultation. Activities affected will be large projects with the potential for significant impacts on the environment, local communities and other legitimate uses of the sea. The new requirement will allow those local communities, environmental groups and other interested parties to comment on a proposed development in its early stages – before an application for a marine licence is submitted. Further information can be obtained from: http://www.scotland.gov.uk/Resource/0043/00439649.pdf

If applicable, please provide your pre-application consultation report with your application.

12. Consultation (other than carried out under pre-application consultation)

Provide details of all bodies consulted and give details of any consents issued including date of issue.

13. Environmental Assessment

(a) Under the Marine Works Environmental Impact Assessment (EIA) Regulations 2007, there may be a requirement for certain projects to undergo an EIA and produce an ES. If EIA is required, MS-LOT will not determine a marine licence application until the EIA consent decision in respect of the marine licence application has been reached. Please confirm if the project falls under Annex I or II of Directive 85/337/EEC: http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32011L0092&from=EN in relation to the Marine Works (EIA) Regulations 2007.

Marine licence applications for proposals which fall under the regulations will not be accepted unless a screening opinion has been issued in relation to this.

(b) Please indicate if an EIA has been undertaken and whether it was for the marine licence application to which this application relates or for any other EIA regulator (e.g local authority). Please attach any previous ES to the application.

MS-LOT will not determine a marine licence application until the EIA consent decision in respect of any regulated activity associated with the marine licence application has been reached.

14. Associated Works

Indicate whether the application is associated with any other marine projects (e.g. land reclamation, marine/harbour construction works, dredging and sea disposal etc). If this is the case, provide reference/licence number for the related marine projects.

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It is the responsibility of the applicant to obtain any other consents or authorisations that may be required.

Under Section 54 of the Marine (Scotland) Act 2010, all information contained within and provided in support of this application will be placed on a Public Register. There are no national security grounds for application information not going on the Register under the 2010 Act.

Public Register

Do you consider that any of the information contained within or provided in support of this application should not be disclosed:

(a) for reasons of national security; YES ☐ NO ■

(b) for reasons of confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest? YES ☐ NO ☐

If **YES**, to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld.

WARNING

It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Target duration for determination is 14 weeks. Please note that missing or erroneous information in your application and complications resulting from consultation may result in the application being refused or delayed.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

Signature [Redacted]

Date 4/7/17

Name in BLOCK LETTERS [Redacted]

Application Check List

Please check that you provide all relevant information in support of your application, including but not limited to the following:

- Completed and signed application form ☑
- Project Drawings ☑
- Maps/Charts ☑
- Co-ordinates of the boundary points of the area of harbour jurisdiction (if you are a statutory harbour authority) ☑
- Method Statement ☑
- Photographs of the location of the project ☑
- Additional information e.g. consultation correspondence (if applicable) ☑
- Noise Registry – Initial Registration Form (if applicable) ☑
- Pre-application Report (if applicable) ☑
- Environmental Statement (if applicable) ☑
- Payment (if paying by cheque) ☐

1. Applicant Details

Title: Mr Initials: [Redacted] Surname: [Redacted]

Trading Title (if appropriate): Renfrewshire Council

Address: Development and Housing Services, 4th Floor (South Wing), Renfrewshire House, Cotton St, Paisley, PA1 1JD

Name of contact (if different):

Telephone No. (inc. dialing code): [Redacted]

Email: [Redacted]

Statutory Harbour Authority? YES ■ NO ☐

If **YES**, please provide a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the area of harbour jurisdiction using Appendix 01 Additional Co-ordinates form if necessary.

2. Agent Details (if any)

Title: Mr Initials: [Redacted] Surname: [Redacted]

Trading Title (if appropriate):

Address: City Park, Suite 4.2, 368 Alexandra Parade, Glasgow, G31 3AU

Name of contact (if different):

Telephone No. (inc. dialing code): [Redacted]

Email: [Redacted]

3. Payment

Enclosed Cheque ☐ Invoice ■

Contact and address to send invoice to:

Applicant ■ Agent ☐ Other ☐

If **OTHER**, please provide contact details:

Title: Initials: Surname:

Address:

Email:

4. Application Type

Is this application for a new construction site or an existing construction site:

New Site ☒ Existing Site ☐

If an **EXISTING SITE**, please provide the consent/licence number and expiry date:

Consent/Licence Number	Expiry Date

5. Project Details

(a) Brief description of the project (e.g. construction of a new sea outfall):

Construction of a 70m long, 3 span concrete beam, road bridge across the White Cart Water, of which the two intermediate piers are in the river. The purpose of the bridge is to facilitate growth of the Westway Business Park. The existing pier on the west bank will be demolished as part of this project.

Construction of a 100m long, 2 span, steel truss foot/cycle bridge across the Black Cart Water, of which the intermediate pier is within the river. The bridge forms part of part of a new cycleway link. Construction of drainage outfalls on both the White Cart Water and Black Cart Water for the above construction works, plus for the construction of a realigned Abbotsinch Road.

(b) Total area of the proposed works (in square metres):

3100 m^2

(c) Proposed start date **(Target duration for determination of a marine licence application is 14 weeks):**

Apr 2018

(d) Proposed completion date:

Apr 2020

(e) Cost of the works seawards of the tidal limit of MHWS:

£1,164,000

(f) Location:

Coordinates for each structure or drainage outfall referenced in Appendix 01.
Location plans shown in Appendix 02.
Location photographs can be found in Appendix 05.

Latitude and Longitude co-ordinates (WGS84) defining the extent of the project (continue on Appendix 01 Additional Co-ordinates form if necessary):

Latitude											**Longitude**										
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W
		°			.				’ N					°			.				’ W

(g) Is the project located within the jurisdiction of a statutory harbour authority?

YES ☒ NO ☐

If **YES**, please specify statutory harbour authority:

Renfrewshire Council

(h) Method statement including schedule of work (continue on separate sheet if necessary):

Please see Appendix 03

(i) Potential impacts the works may have (including details of areas of concern e.g designated conservation and shellfish harvesting areas) and proposed mitigation in response to potential impacts (continue on separate sheet if necessary):

Please see Appendix 03

6. Deposits and/or Removals

(a) **Permanent** substance(s) or object(s) to be deposited and/or removed from below MHWS (continue on a separate sheet if necessary):

	Deposits		**Removals**	
Type of Deposit/Removal	Description	Quantity & Dimensions (metric)	Description	Quantity & Dimensions (metric)
Steel/Iron		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Timber		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Concrete		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Plastic/Synthetic		m^2		m^2
Clay (< 0.004 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m^3)		Volume (m^3)
		Weight (kg/tonnes)		Weight (kg/tonnes)

	Deposits		
Type of Deposit/Removal	Description	Quantity & Dimensions (metric)	
Steel	Steel reinforcement for piers, piles and outfalls	-	No.
		-	Dimensions
		85919	Weight (kg)
Timber	-	-	No.
		-	Dimensions
		-	Weight (kg)
Concrete	Structural concrete for piers, piles and outfalls and blinding	-	No.
		-	Dimensions
		1194928	Weight (kg)
Material Class 6N/P	Structural backfill	552	Volume (m^3)
		1012844	Weight (kg)
Material Class	Scour protection	48	Volume (m^3)
		100306	Weight (kg)

	Removals		
Type of Deposit/Removal	Description	Quantity &	
Steel	Sheet Piles for existing pier at Wright Street	-	No.
		-	Dimensions
		4687	Weight (kg)
Timber	Timber frame for existing pier at Wright Street	-	No.
		-	Dimensions
		1962	Weight (kg)
Concrete	Concrete for existing pier at Wright Street	-	No.
		-	Dimensions
		124200	Weight (kg)
Material Class U1A	Unacceptable material	1580	Volume (m^3)
		3221203	Weight (kg)

Pipe		Length (m) External Diameter (cm/m)		Length (m) External Diameter (cm/m)
Other (please describe below):				

(b) Method of delivery of substance(s) or object(s):

Please see Appendix 03

(c) For work involving salt marsh feeding, beach replenishment or land reclamation please provide the following information relating to the substance(s) or object(s) to be deposited:

Quantity (tonnes):

N/A tonnes

Nature of substance(s) or object(s) (e.g. sand, silt, gravel etc.):

Source (if sea dredged state location of origin)

Particle size:

Have the substance(s) or object(s) been chemically analysed? **YES** ☐ **NO** ☐
If YES, please include the analysis data with your application

(d) **Temporary** substance(s) or object(s) to be deposited below MHWS (continue on a separate sheet if necessary):

Type of Deposit	**Description**	**Quantity & Dimensions** (metric)
Steel/Iron	Temporary sheet piles to cofferdam pier foundations.	No.
		Dimensions
		186500 kg Weight (kg/tonnes)
Timber		No.
		Dimensions
		Weight (kg/tonnes)

Concrete		No.
		Dimensions
		Weight (kg/tonnes)
Plastic/Synthetic		m^2
Clay (< 0.004 mm)		Volume (m^3)
		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m^3)
		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m^3)
		Weight (kg/tonnes)
Pipe		Length (m)
		External Diameter (cm/m)
Other (please describe below):		

7. Disposal of Dredged Substance(s) or Object(s) at Sea

(a) Do you intend to apply for a marine licence for sea disposal of dredged substance(s) or object(s) as part of the project? YES ☐ NO ■

If **YES**, please specify nature of substance(s) or object(s) (e.g sand, gravel, silt, clay, rock etc.):

(b) Quantity of substance(s) or object(s) (wet tonnes):

wet tonnes

A separate marine licence application will be required to be submitted for sea disposal.

8. Noise Monitoring

Will loud, low to mid frequency (10Hz to 10kHz) impulsive noise be produced by the project? YES ■ NO ☐

If **YES**, which please indicate the noise generating activities and sound frequencies:

Noise Generating Activity	Sound Frequency (Hertz)
Use of Explosives	
Use of Accoustic Deterrent Devices	
Piling	20-40Hz (vibratory), <500Hz (impact)
Other (please describe below):	

If you have ticked **YES**, please complete the Noise Registry – Initial Registration form located at: http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction

Marine licence applications will not be accepted until this form has been completed and submitted.

9. Statutory Consenting Powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this project?

No

10. Scotland's National Marine Plan

Have you considered the application with reference to Scotland's National Marine Plan? YES ■ NO ☐

If **YES**, provide details of considerations made with reference to the policies, including but not limited to General Policies 7 and 13 (GEN 7 and GEN 13), that have been considered:

Please see Appendix 04.

If **NO**, please provide an explanation of why you haven't considered the National Marine Plan?

11. Pre-Application Consultation

Is the application subject to pre-application consultation, under The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013? YES ■ NO ☐

If **YES,** please indicate the date of the public notice for the pre-application consultation event and the type of consultation event held (a copy of the public notice must be supplied with this application):

Event Type	Date
Public Notice Public Exhibitions (Renfrew Town Hall, Paisley Town Hall, Clydebank Town Hall and Yoker Community Campus)	22nd March 2017 8th - 11th May 2017

12. Consultation

List all bodies you have consulted and provide copies of correspondence:

*Marine Coastguard Agency
*National Lighthouse Board
*SEPA
*SNH
*Clydeport
*Clyde River Foundation
*Clyde Fisherman's Association
*Association of Salmon Fishery Boards
*British Shipping
*UK Chamber of Shipping
*DIO
*Marine Safety Forum
*Royal Yacht Association
*Scottish Fishermen's Federation
*Scottish Fishermen's Organisations
*Whales and Dolphin Conservation Society (WDCS)

All bodies were provided with a copy of the Scoping Report (September 2016) and a copy of the Scoping Update (December 2016). A copy of the email issued is provided in Appendix 06.

13. Environmental Assessment

(a) Does the project fall under Annex I or II of the EIA Directive?

Annex I ☐ Annex II ■ Neither ☐

If **ANNEX I or ANNEX II**, please provide the screening opinion issued to you in relation to the project.

(b) Has an EIA been undertaken:

for the marine licence application to which this application relates YES ■ NO ☐
for any other EIA regulator (e.g local authority) YES ■ NO ☐

14. Associated Works

Provide details of other related marine projects, including reference/licence numbers (if applicable):

Screening Opinion is provided in Appendix 07
CWRR Marine License - Ref xxxxxxxxxx

Appendix 01 - Marine Licence Application Additional Co-ordinates

Please use this appendix to provide any additional latitude and longitude co-ordinates (WGS84) for your marine licence application. Please identify the location details and provide exact latitude and longitude co-ordinates (WGS84).

Location (e.g Quay 1 Dredge Area, Example Harbour)	**Latitude**											**Longitude**										
Black Cart Cycleway Bridge			°			.				’N					°			.				’W
CB1	5	5	°	5	2	.	8	7	3	’N		0	0	4	°	2	4	.	7	4	7	’W
CB2	5	5	°	5	2	.	8	7	1	’N		0	0	4	°	2	4	.	7	2	8	’W
CB3	5	5	°	5	2	.	8	2	7	’N		0	0	4	°	2	4	.	7	1	5	’W
CB4	5	5	°	5	3	.	8	2	7	’N		0	0	4	°	2	4	.	6	9	7	’W
			°			.				’N					°			.				’W
Wright Street Link Bridge			°			.				’N					°			.				’W
LB1	5	5	°	5	2	.	1	1	4	’N		0	0	4	°	2	5	.	2	1	7	’W
LB2	5	5	°	5	2	.	1	2	8	’N		0	0	4	°	2	5	.	2	0	1	’W
LB3	5	5	°	5	2	.	1	0	1	’N		0	0	4	°	2	5	.	1	6	9	’W
LB4	5	5	°	5	2	.	1	1	2	’N		0	0	4	°	2	5	.	1	5	8	’W
			°			.				’N					°			.				’W
Outfalls			°			.				’N					°			.				’W
Outfall 1	5	5	°	5	2	.	7	3	6	’N		0	0	4	°	2	4	.	6	1	2	’W
Outfall 2	5	5	°	5	2	.	6	6	8	’N		0	0	4	°	2	4	.	6	0	6	’W
Outfall 3	5	5	°	5	2	.	5	5	7	’N		0	0	4	°	2	4	.	5	9	9	’W
Outfall 4	5	5	°	5	2	.	4	2	6	’N		0	0	4	°	2	4	.	6	4	3	’W
Outfall 5	5	5	°	5	2	.	2	3	8	’N		0	0	4	°	2	5	.	0	7	6	’W
Outfall 6	5	5	°	5	2	.	2	1	6	’N		0	0	4	°	2	5	.	1	0	7	’W
Outfall 7	5	5	°	5	2	.	0	0	6	’N		0	0	4	°	2	5	.	2	9	1	’W
Outfall 8	5	5	°	5	2	.	0	9	8	’N		0	0	4	°	2	5	.	2	3	3	’W
Outfall 15	5	5	°	5	1	.	8	8	8	’N		0	0	4	°	2	5	.	3	6	1	’W
Outfall 16	5	5	°	5	1	.	7	5	1	’N		0	0	4	°	2	5	.	3	9	7	’W
			°			.				’N					°			.				’W
Renfrewshire Council			°			.				’N					°			.				’W
Harbour Authority			°			.				’N					°			.				’W
Downstream Limit (W)	5	5	°	5	3	.	4	3	0	’N		0	0	4	°	2	4	.	4	0	6	’W
Downstream Limit (E)	5	5	°	5	3	.	4	1	2	’N		0	0	4	°	2	4	.	3	0	4	’W
Upstream Limit (W)	5	5	°	5	2	.	1	1	2	’N		0	0	4	°	2	5	.	2	6	5	’W
Upstream Limit (E)	5	5	°	5	2	.	0	8	1	’N		0	0	4	°	2	5	.	1	6	7	’W
Reference drawing:			°			.				’N					°			.				’W
			°			.				’N					°			.				’W
			°			.				’N					°			.				’W
			°			.				’N					°			.				’W
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			°			.			'N					°			.				'W
			°			.			'N					°			.				'W

Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

WARNING

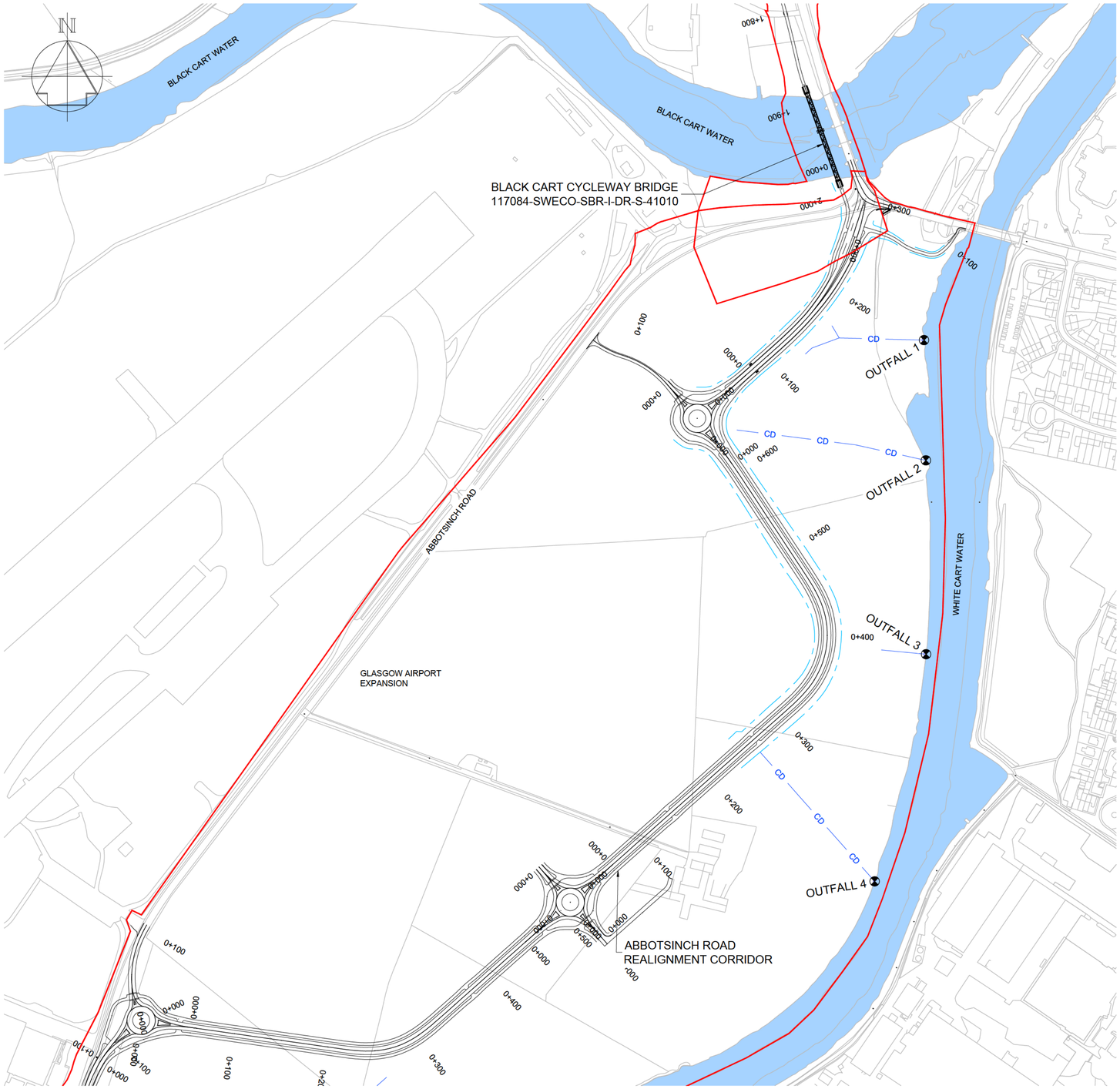
It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Signature [Redacted]

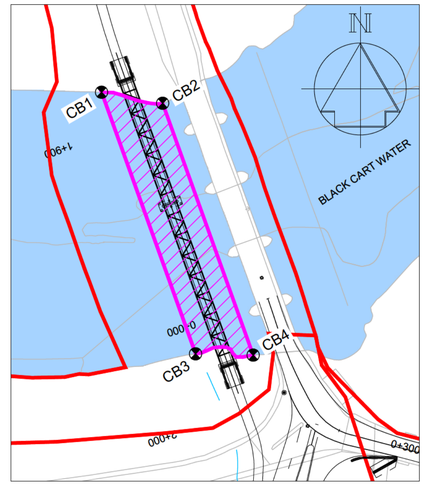
Date 4/7/17

Name in BLOCK LETTERS [Redacted]

Please check carefully the information you have given



PLAN
(1:2500 : A1)
(1:5000 : A3)



PLAN ON BLACK CART CYCLEWAY BRIDGE
(1:1000 : A1)
(1:2000 : A3)

BLACK CART CYCLEWAY BRIDGE		
LOCATION	LATITUDE	LONGITUDE
CB1	55° 52.873' N	4° 24.747' W
CB2	55° 52.871' N	4° 24.728' W
CB3	55° 52.827' N	4° 24.715' W
CB4	55° 52.827' N	4° 24.697' W

OUTFALLS		
LOCATION	LATITUDE	LONGITUDE
OUTFALL 1	55° 52.736' N	4° 24.612' W
OUTFALL 2	55° 52.668' N	4° 24.606' W
OUTFALL 3	55° 52.557' N	4° 24.599' W
OUTFALL 4	55° 52.426' N	4° 24.643' W

Notes
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. REFER TO DRAWINGS:
117084-SWECO-SGN-00-DR-S-41000 & 117084-SWECO-SGN-00-DR-S-41002.
3. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.

LEGEND:
- MEAN HIGH WATER SPRING AREA (MHWS)
- BRIDGE DEVELOPMENT AREA
- RED LINE BOUNDARY
- CD — CARRIER DRAIN

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	First Issue	[Redacted]		
P01.2	14/06/17	First Issue			
P01.3	23/06/17	First Issue			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status: For PIM Authorisation
Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: MARINE LICENCE LAYOUT
SHEET 1 OF 2

[Redacted]

Scale: 1:2500
Original Size: A1
Date: 30/05/17 | Date: 30/05/17 | Date: 30/05/17 | Date: 30/05/17

Drawing Number
Project: 117084 - SWECO - SGN - 00 - DR - S - 41001
Originator Volume Location Type Role Number
Project Ref. No.: 117084 (R06)
Revision: P01.3

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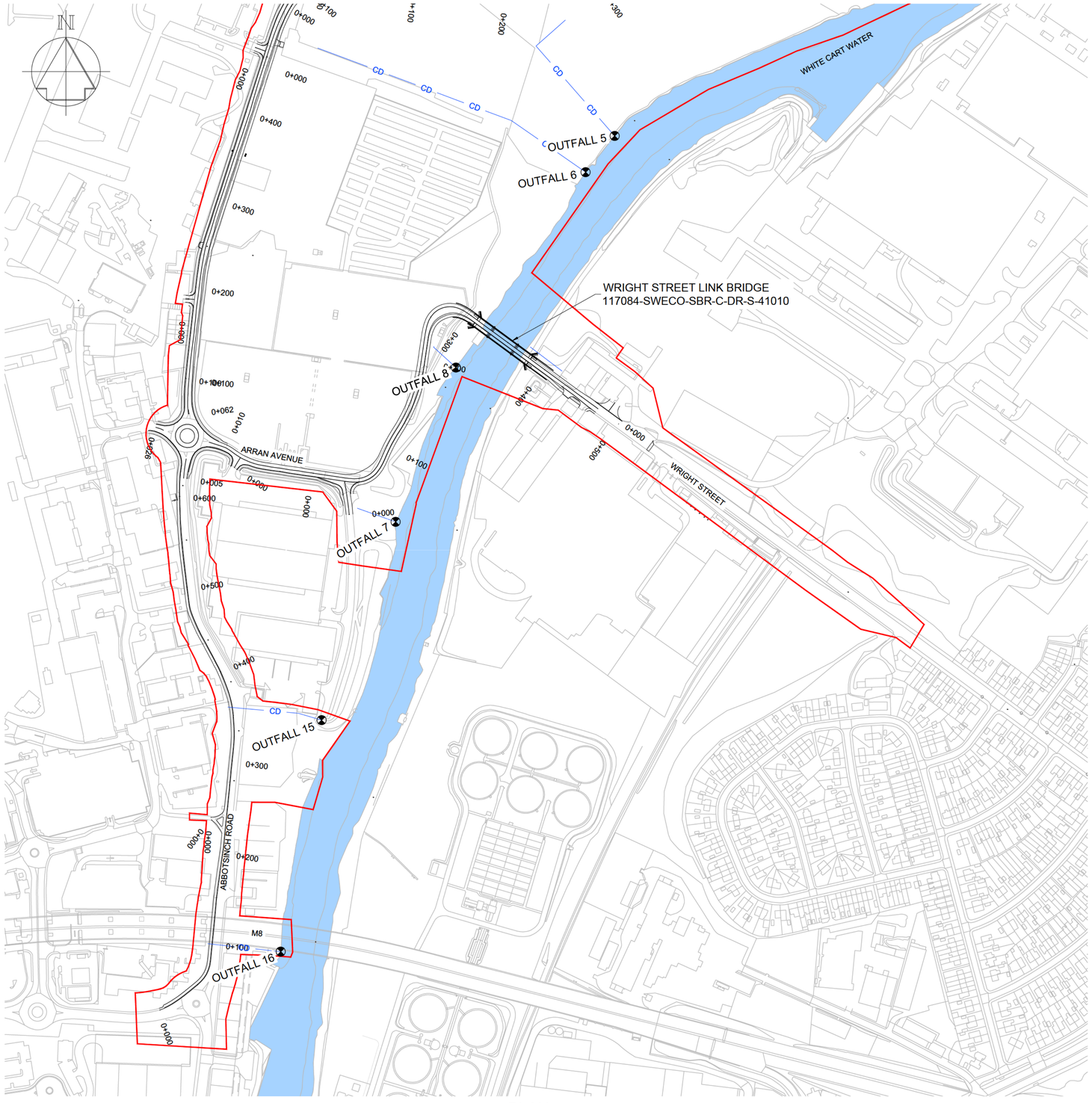
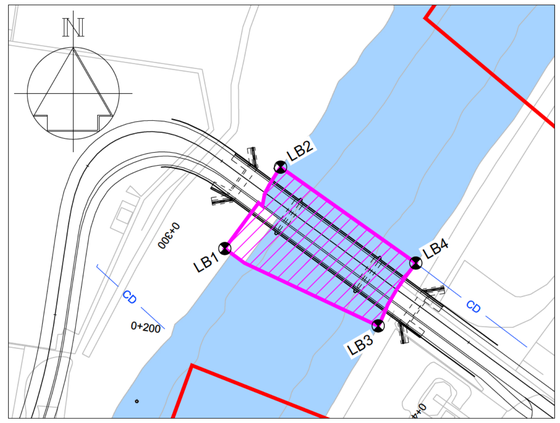


PLAN
(1:2500 : A1)
(1:5000 : A3)



PLAN ON WRIGHT STREET LINK BRIDGE
(1:1000 : A1)
(1:2000 : A3)

WRIGHT STREET LINK BRIDGE		
LOCATION	LATITUDE	LONGITUDE
LB1	55° 52.114' N	4° 25.217' W
LB2	55° 52.128' N	4° 25.201' W
LB3	55° 52.101' N	4° 25.169' W
LB4	55° 52.112' N	4° 25.158' W

NOTE: OUTFALLS 9 AND 17 ARE COVERED WITHIN THE HATCHED AREA.

OUTFALLS		
LOCATION	LATITUDE	LONGITUDE
OUTFALL 5	55° 52.238' N	4° 25.076' W
OUTFALL 6	55° 52.216' N	4° 25.107' W
OUTFALL 7	55° 52.006' N	4° 25.291' W
OUTFALL 8	55° 52.098' N	4° 25.233' W
OUTFALL 15	55° 51.888' N	4° 25.361' W
OUTFALL 16	55° 51.751' N	4° 25.397' W

Notes

1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. REFER TO DRAWINGS:
   117084-SWECO-SGN-00-DR-S-41000 & 117084-SWECO-SGN-00-DR-S-41001.
3. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.

LEGEND:
- MEAN HIGH WATER SPRING AREA (MHWS)
- BRIDGE DEVELOPMENT AREA
- RED LINE BOUNDARY
- CD — CARRIER DRAIN

Reference drawings

[Redacted]

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	First Issue			
P01.2	14/06/17	First Issue			
P01.3	23/06/17	First Issue			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status: For PIM Authorisation
Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: MARINE LICENCE LAYOUT
SHEET 2 OF 2

Scale: 1:2500
[Redacted]

Original Size	Date	Date	Date	Date
A1	30/05/17	30/05/17	30/05/17	30/05/17

Drawing Number
Project Originator Volume Location Type Role Number
117084 - SWECO - SGN - 00 - DR - S - 41002

Project Ref. No.: 117084 (R06)
Revision: P01.3

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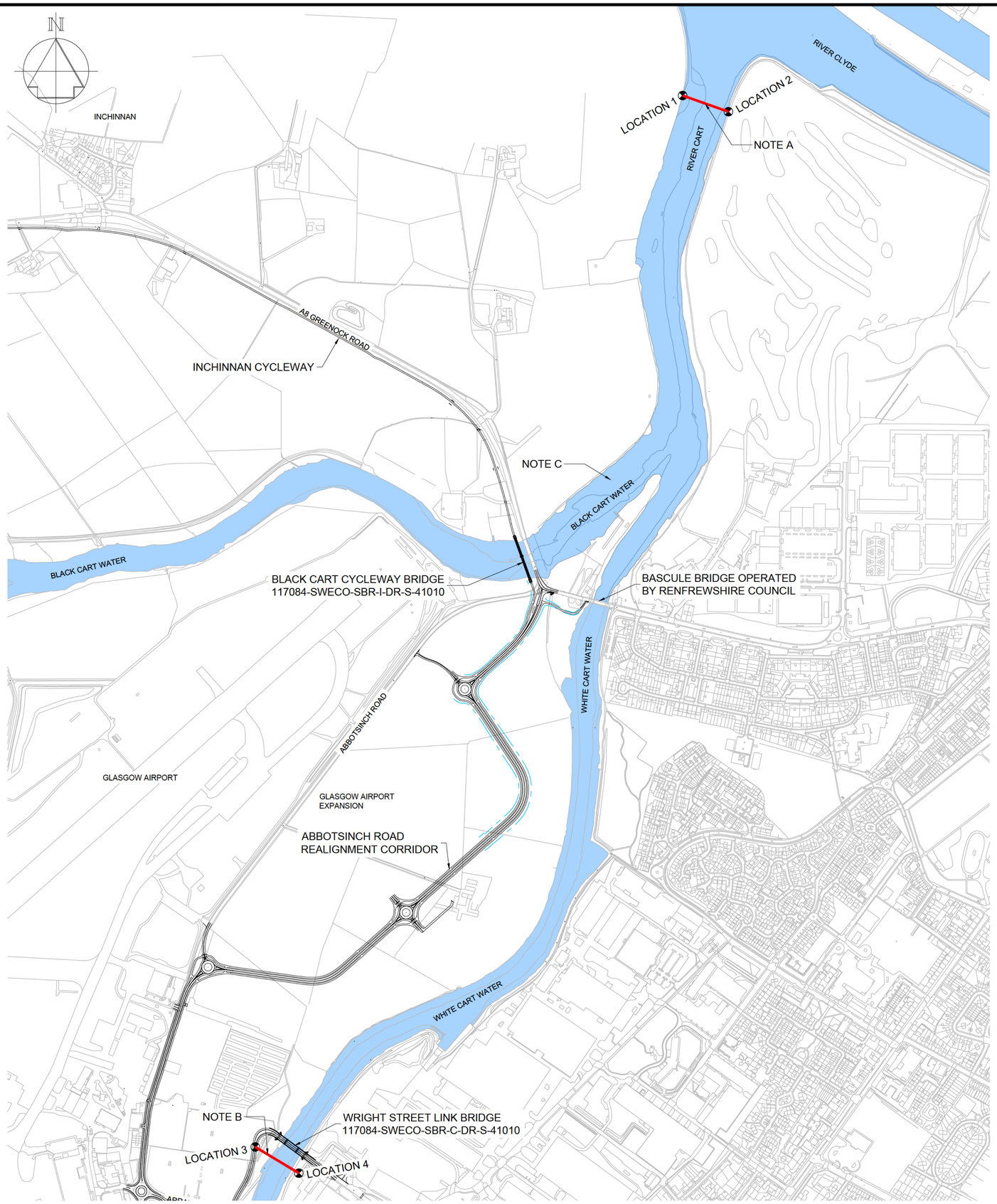

PLAN
(1:5000 : A1)
(1:10000 : A3)

A. BOUNDARY BETWEEN HARBOUR AUTHORITY JURISDICTIONS.
DOWNSTREAM (NORTH) - CLYDEPORT
UPSTREAM (SOUTH) - RENFREWSHIRE COUNCIL

BOUNDARY LOCATIONS		
LOCATION	LATITUDE	LONGITUDE
LOCATION 1	55° 53.430' N	4° 24.406' W
LOCATION 2	55° 53.412' N	4° 24.304' W

B. LIMIT OF NAVIGATION AS AUTHORISED IN PAISLEY CORPORATION (CART NAVIGATION) ORDER CONFIRMATION ACT 1971.

BOUNDARY LOCATIONS		
LOCATION	LATITUDE	LONGITUDE
LOCATION 3	55° 52.112' N	4° 25.265' W
LOCATION 4	55° 52.081' N	4° 25.167' W

C. RENFREWSHIRE COUNCIL CONSIDER BLACK CART WATER CLOSED TO NAVIGATION.

Notes
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.

LEGEND:
MEAN HIGH WATER SPRING AREA (MHWS)
BOUNDARY LINE

Reference drawings

[Redacted]

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	First Issue			
P01.2	08/06/17	First Issue			
P01.3	14/06/17	First Issue			
P01.4	23/06/17	First Issue			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status: For PIM Authorisation
Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: LIMIT OF HARBOUR AUTHORITY JURISDICTION MARINE LICENCE APPLICATION

[Redacted]

Scale: 1:5000

Original Size	Date	Date	Date	Date
A1	30/05/17	30/05/17	30/05/17	30/05/17

Drawing Number: Project Originator Volume Location Type Role Number
117084 - SWECO - SGN - 00 - DR - S - 41003

Project Ref. No. 117084 (R06)

Revision P01.4

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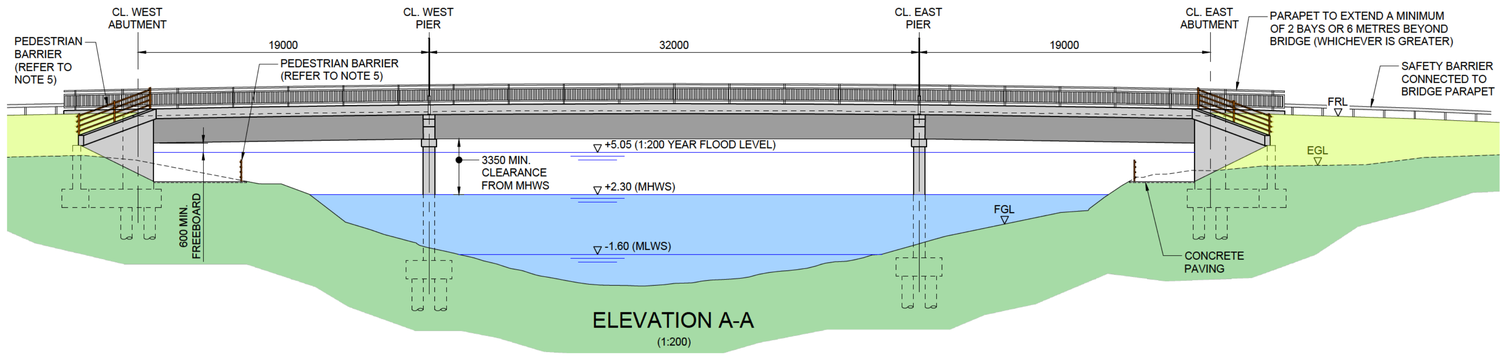
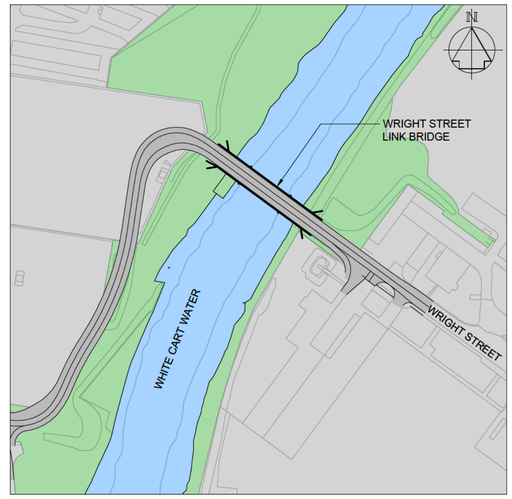
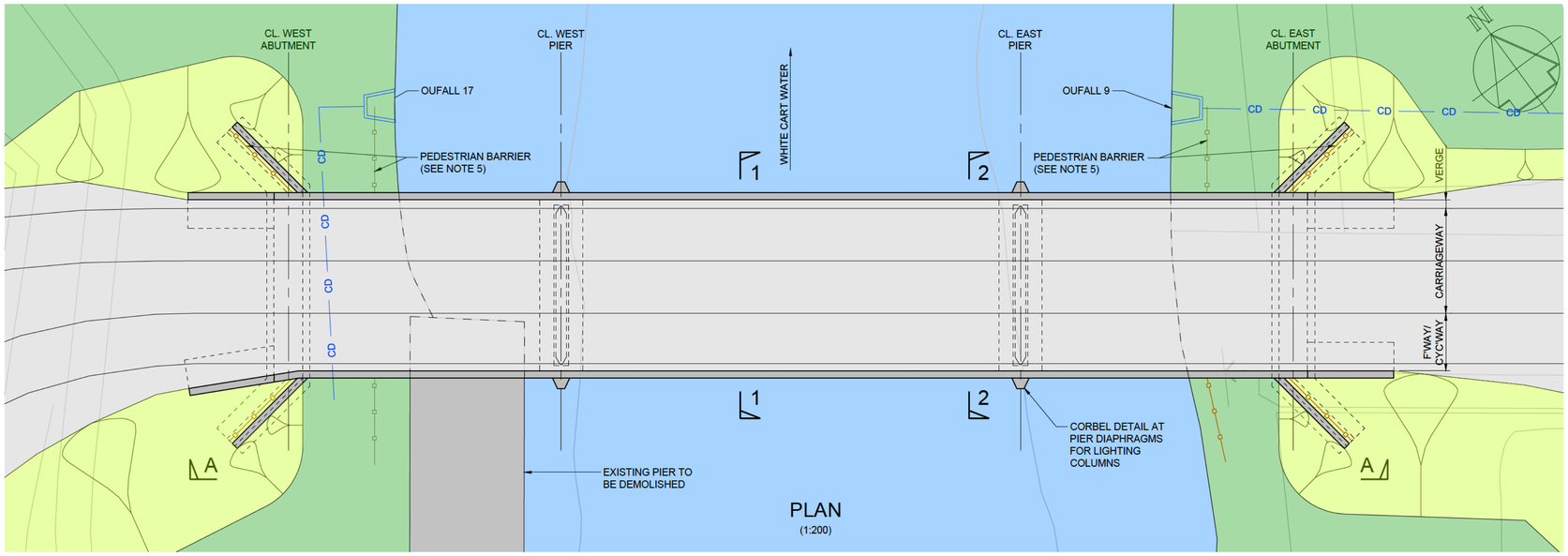


ELEVATION A-A
(1:200)

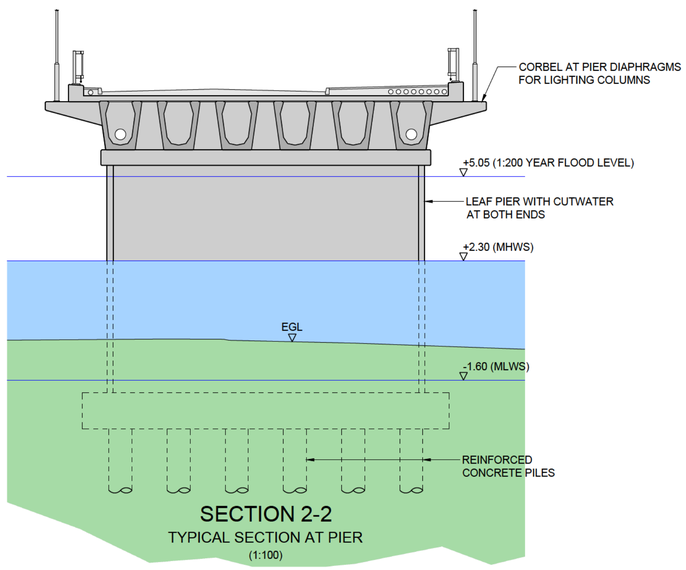
NEAREST BRIDGES INFORMATION			
BRIDGE NAME:	LOCATION:	WIDTH OF MAIN SPAN:	HEADROOM ABOVE MHWS:
WHITE CART BRIDGE (BASCULE)	1565m DOWNSTREAM	30.33 METRES	3.05 METRES
WHITE CART VIADUCT (M8)	695m UPSTREAM	76.2 METRES	20.57 METRES



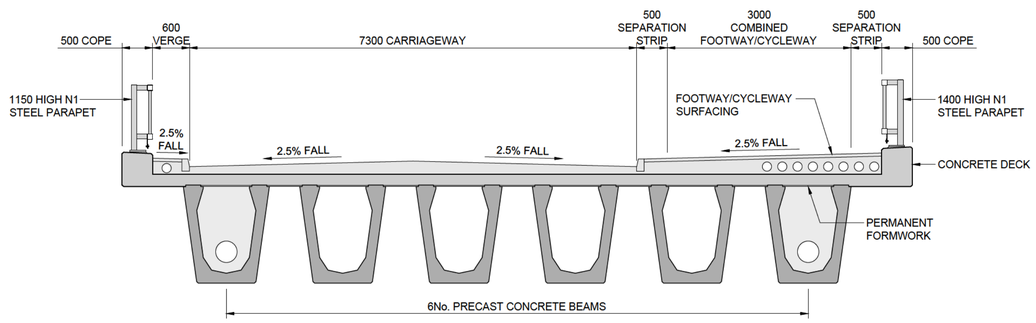
LOCATION PLAN
(1:2000)



PLAN
(1:200)



SECTION 2-2
TYPICAL SECTION AT PIER
(1:100)



SECTION 1-1
TYPICAL SECTION THROUGH DECK
(1:50)

Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTES OTHERWISE.
3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).
4. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
5. PEDESTRIAN BARRIERS TO WINGWALLS AND INSPECTION AREAS TO BE 1.4m HIGH, 4 RAIL TIMBER FENCE TO HCD DRAWING No. H3.

Reference drawings

[Redacted]

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	FIRST ISSUE			
P01.2	08/06/17	FIRST ISSUE			
P01.3	08/06/17	FIRST ISSUE			
P01.4	08/06/17	FIRST ISSUE			
P01.5	14/06/17	FIRST ISSUE			
P01.6	14/06/17	FIRST ISSUE			
P01.7	14/06/17	FIRST ISSUE			
P01.8	23/06/17	FIRST ISSUE			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status: For PIM Authorisation
Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: WRIGHT STREET BRIDGE
GENERAL ARRANGEMENT
MARINE LICENCE APPLICATION
[Redacted]

Scale: As Shown
Original Size: A1
Date: 30/05/17 | Date: 30/05/17 | Date: 30/05/17 | Date: 30/05/17

Drawing Number
Project: 117084 - SWECO - SBR - C - DR - S - 41010
Originator | Volume | Location | Type | Role | Number

Project Ref. No.: 117084 (R06)
Revision: P01.8

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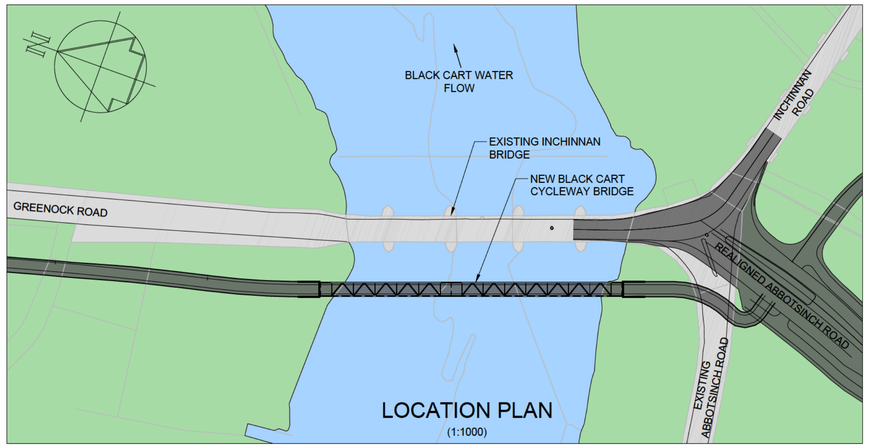
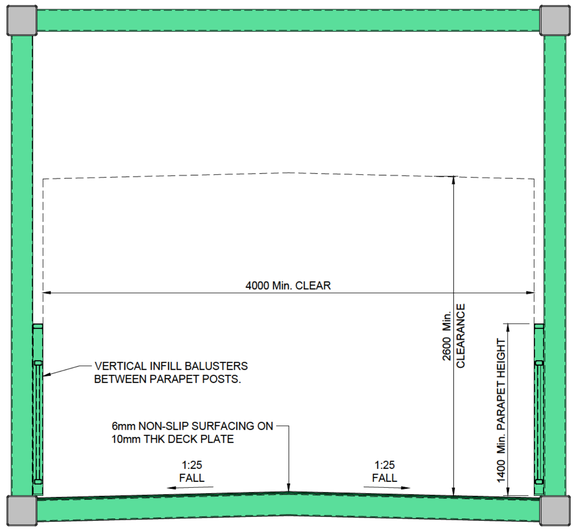
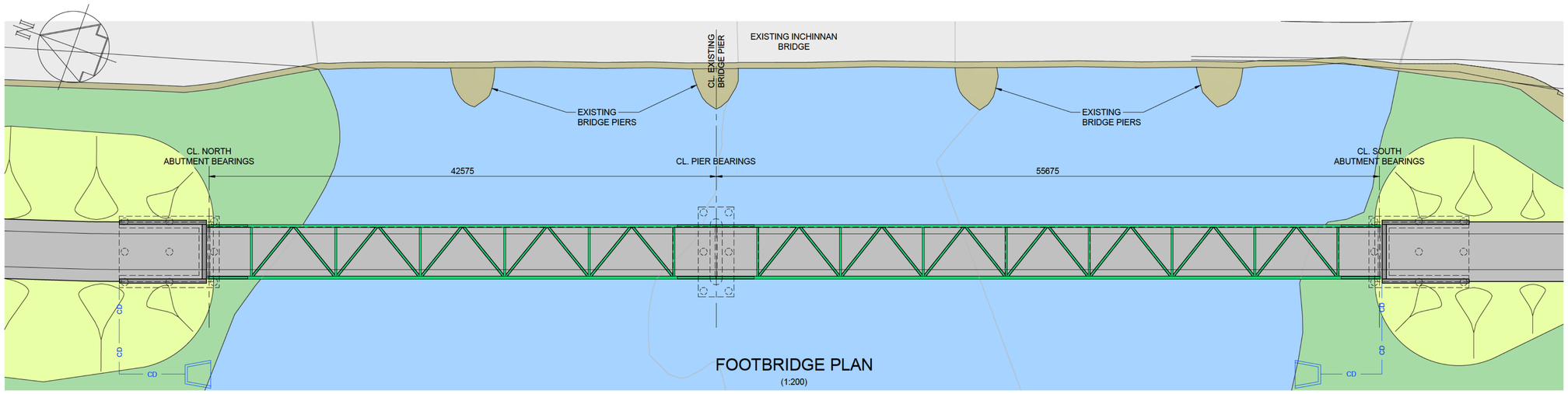


LOCATION PLAN
(1:1000)

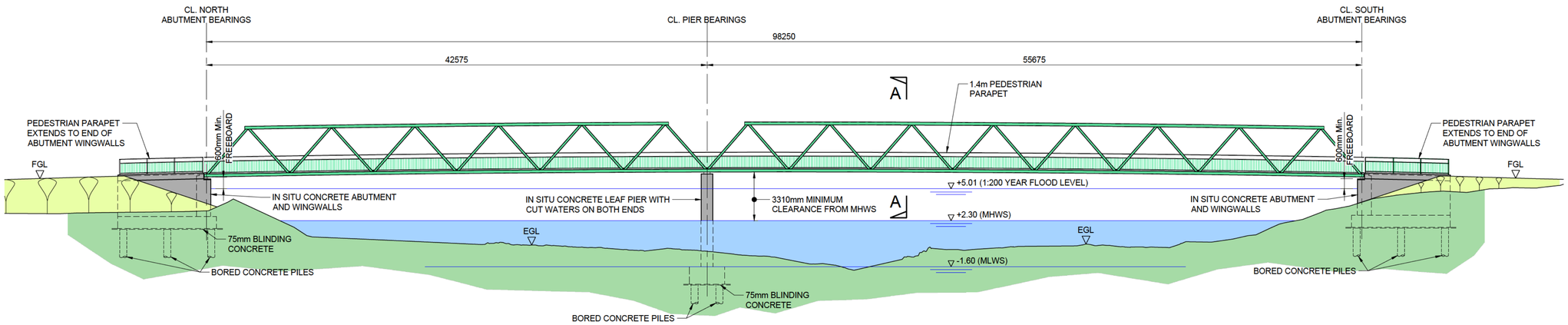
NEAREST FIXED BRIDGES INFORMATION			
BRIDGE NAME:	LOCATION:	WIDTH OF MAIN SPAN:	HEADROOM ABOVE MHWS:
INCHINNAN BRIDGE	20m DOWNSTREAM	18.4 METRES	3.88 METRES
BARNSFORD BRIDGE	2795m UPSTREAM	UNKNOWN	UNKNOWN



SECTION A-A
TYPICAL FOOTBRIDGE SECTION
(1:25)



FOOTBRIDGE PLAN
(1:200)



WEST ELEVATION
(1:200)

Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTES OTHERWISE.
3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).
4. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
5. A NON SLIP SURFACING IS TO BE APPLIED TO THE DECK.

Reference drawings

[Redacted]

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	FIRST ISSUE			
P01.2	14/06/17	FIRST ISSUE			
P01.3	23/06/17	FIRST ISSUE			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL (Renfrewshire Council)

Drawing Status: For PIM Authorisation

Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: BLACK CART CYCLEWAY BRIDGE
GENERAL ARRANGEMENT
MARINE LICENCE APPLICATION
[Redacted]

Scale: As Shown

Original Size	Date	Date	Date	Date
A1	30/05/17	30/05/17	30/05/17	30/05/17

Drawing Number

Project	Originator	Volume	Location	Type	Role	Number
117084	SWECO	SBR	I	DR	S	41010

Project Ref. No.: 117084 (R06)

Revision: P01.3

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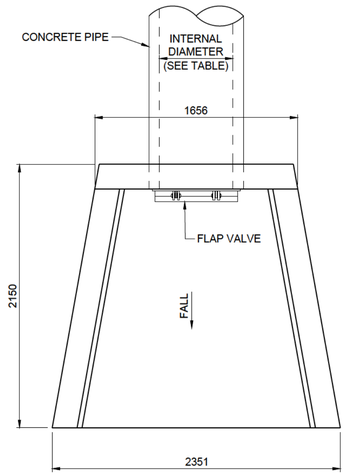
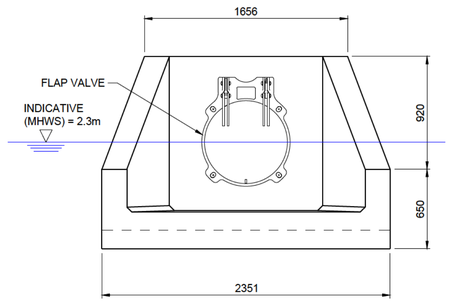
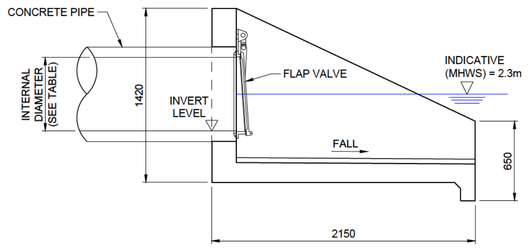


PLAN
SCALE 1:25



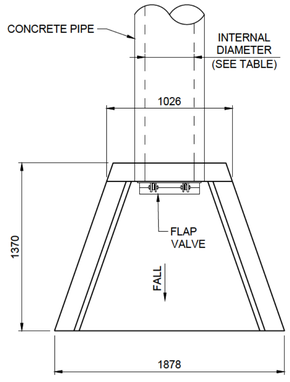
FRONT ELEVATION
SCALE 1:25



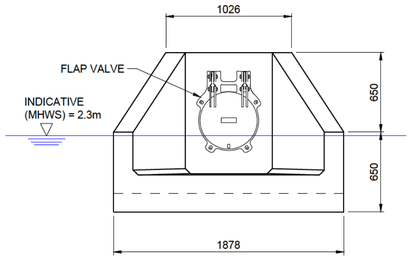
TYPICAL SECTION
SCALE 1:25

OUTFALL HEADWALL LARGE		
LOCATION:	INTERNAL PIPE DIAMETER (mm):	INVERT LEVEL (m):
OUTFALL 1	600	1.164
OUTFALL 2	600	1.425
OUTFALL 3	600	1.594
OUTFALL 5	600	1.693
OUTFALL 6	600	1.687

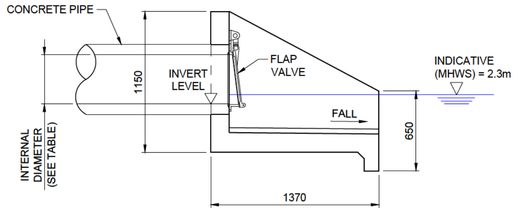
TYPICAL OUTFALL DETAIL - LARGE



PLAN
SCALE 1:25



FRONT ELEVATION
SCALE 1:25



TYPICAL SECTION
SCALE 1:25

OUTFALL HEADWALL MEDIUM		
LOCATION:	INTERNAL PIPE DIAMETER (mm):	INVERT LEVEL (m):
OUTFALL 4	400	1.351
OUTFALL 7	375	2.422
OUTFALL 8	300	2.898
OUTFALL 9	450	2.396
OUTFALL 15	400	2.373
OUTFALL 16	225	1.178

TYPICAL OUTFALL DETAIL - MEDIUM

Notes

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTES OTHERWISE.
3. PRECAST CONCRETE HEADWALLS FOR OUTFALLS TO BE SUITABLE FOR USE IN TRANSITIONAL WATERS.
4. EROSION CONTROL AT OUTFALLS TO BE AGREED.
5. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
6. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).

Reference drawings

[Redacted]

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	30/05/17	First Issue			
P01.2	14/06/17	First Issue			
P01.3	23/06/17	First Issue			

[Redacted]

SWECO

Client: RENFREWSHIRE COUNCIL

Drawing Status: For PIM Authorisation

Suitability: S6

Project Title: GLASGOW AIRPORT INVESTMENT AREA

Drawing Title: TYPICAL OUTFALL HEADWALLS LARGE & MEDIUM - GENERAL ARRANGEMENT MARINE LICENCE APPLICATION

[Redacted]

Scale: 1:25

Original Size	Date	Date	Date	Date
A1	30/05/17	30/05/17	30/05/17	30/05/17

Drawing Number: Project – Originator – Volume – Location – Type – Role – Number
117084 – SWECO – HDG – 00 – DR – D – 00002

Project Ref. No.: 117084 (R06)

Revision: P01.3

pw:\\CSPWInt.grontmj.net:PW_UK Production\Documents\Projects\Transportation\117084 (R06) - Glasgow Airport Investment Area\Highways\Drainage\Drawing\117084-SWECO-HDG-00-DR-D-00002

Appendix 03: Supporting Method Statement for Marine Licence Application

Bridge Construction

The bridges on the GAIA scheme will carry a road or cycleway over a watercourse and will incorporate a deck, supported on piers and abutments which are supported by foundations. Abutments are formed to support the ends of the bridge deck; piers are formed in the river approximately mid or quarter span to support the inner parts of the deck. The main bridge elements can be steel or concrete or combinations of these. Concrete can be cast on site (in situ) or the bridge can include precast units which are transported to the site. The exact form and materials used on each bridge is specific to individual locations depending on the nature of the bridge, the alignment of road it carries, the distances between the piers and between the piers and abutments (spans).

Bridge Construction Sequence

Abutments of the bridges will be constructed first. Construction of the overbridge can commence before earthwork embankments are constructed. Typical bridge construction procedures may be summarised as follows:

Bridge Foundations

Foundations are required for the abutments and piers. Foundations are likely to be piled.

Piled foundations are generally constructed as follows:

- install sheet piled coffer dams around the locations of the piers and dewater;
- install a pile platform within the cofferdam;
- install foundation piles to a suitable load bearing soil strata - this can either be by driving pre-constructed concrete or steel piles to the required depth with a pile driver, or by using a boring machine to create the void for the pile, placing a casing in the void followed by lowering steel reinforcement and pouring concrete to form the pile;
- complete excavations to the appropriate formation level;
- trim projecting piles to required level using mechanical saws or cutting equipment; and
- construction of a reinforcement pile cap upon which piers and abutments will be constructed follows in a similar manner as the construction of the pad footing.

Bridge Piers

Bridge piers are generally concrete columns and are constructed as follows:

- fixing a grillage of steel reinforcement for piers to the starter bars;
- erecting vertical formwork for piers with shores and bracing;
- placing and vibrating concrete into formwork for piers; and
- stripping shutters and curing concrete.

Abutments

Abutments are concrete seats upon which the bridge beams can be supported at each end of the bridge. Construction of abutments is generally undertaken as follows:

- fixing a grillage of steel reinforcement for abutment walls;
- erecting vertical formwork for abutment walls;
- placing concrete in wall formwork and compacting by vibration;

- removing shutters, curing concrete, treating exposed surfaces and applying waterproof membrane to faces retaining soil fill – the waterproof membrane can typically be a bitumen coating applied by brush or spray;
- drain is laid behind the abutments comprising a small pipe with a granular surround;
- placing and compacting granular fill, behind abutments and wing walls, to road formation level; and
- preparation of seatings for bridge beams.

Bridge Deck

Bridge decks can be several different forms. For the Wright Street Link Bridge, bridge deck construction is likely to be beam and slab, with beams being precast concrete or steel, and the deck being concrete cast in situ.

Decks supported by beams are constructed as follows:

- taking delivery of precast / prestressed concrete or steel bridge beams and erecting in position over temporary props at pier positions and abutments using cranes;
- erecting soffit formwork, between and along outer edges of bridge beams, and side forms for edge parapet beam and diaphragms / transverse beams;
- fixing inserts for services and additional structural elements;
- fixing grillage of steel reinforcement for in-situ concrete deck and parapet beam
- placing concrete for bridge deck and in-situ edge beams. This is normally done as a staged process. The first stage involves the concrete pour of the main deck sections, followed by the diaphragms / transverse beams and finally the edge beams;
- curing deck concrete, stripping formwork, treating exposed surfaces;
- waterproofing top of structural deck; and
- completing services.

The deck is completed with construction of the verges/footways, and placement of the deck waterproofing system as described above. The final stages of bridge construction include erecting metal parapet elements and applying road markings.

For the Black Cart Footbridge, the truss deck will be manufacturered off site and brought to site in segments. These segments will then be connected together to form a number of sections, which can then be craned into their final position. Following placing the truss deck, minor finishing works at the abutment and pier will be carried out, prior to completion of the structure.

Outfall Construction

Where piped outfalls are proposed, a headwall will be required at the point of discharge to the receiving watercourse. Headwalls are likely to be precast concrete to minimise the amount of works adjacent to high risk and environmentally sensitive areas. Precast concrete headwalls can be positioned and secured quickly where the receiving water has time constraints such as tidal flow situations found on the White Cart Water.

Appendix 04 – Consideration of National Marine Plan

GEN 2: The overall project is designed to drive economic growth in the area around Glasgow Airport. Wright Street Link Bridge provides a direct connection from the Westway Business Park to the airport area.

GEN 3: The new Black Cart Footbridge is part of a new cycleway which will link Inchinnan and Inchinnan Business Park to Glasgow Airport, Renfrew and beyond. Wright Street Bridge also carries a new cycleway across the Black Cart. The improved cycle network in the area will promote NMU use bringing with it the associated social benefits. The scheme is also designed to promote additional commercial and industrial development of the area which will result in the associated social benefits derived from the economic growth of the area.

GEN 6: The Black Cart Footbridge is situated directly adjacent to Inchinnan Bridge, a Cat A listed structure. This bridge has a narrow verge which is unsuitable for pedestrian and cycle traffic. The new bridge negates the need for any modification of Inchinnan Bridge. The new bridge will open up new views of the elevations of Inchinnan Bridge, which are currently not readily accessible to the public.

GEN 7: Both structures are low profile bridges with a minimal effect on the surrounding landscape. Consultations with Historic Environment Scotland have taken place to ensure that the proposed Black Cart Cycleway bridge does not have a significant effect on the local landscape, which includes the Cat A listed Inchinnan Bridge.

GEN 8: The developing organisation contains a team of flooding experts who have had major influence on the project since inception. Flood modelling has been carried out to ensure both tidal and fluvial flood events do not adversely impact the local landscape.

GEN 13: Any successful tendering contractor shall be required to submit method statements for all construction work which must include the mitigation of noise impact. It is expected that best working practice will be conducted in order to minimise any disruption to the local community and marine wildlife. In river works (such as piling) will be timed to avoid the local fish seasons.

GEN 14: Air quality monitoring of local roads has been carried out and this has been used to quantify an air quality projection based on anticipated road traffic levels. This is discussed within the wider Environmental Impact Assessment (EIA).

Photograph 1: Proposed Wright Street Bridge – Location of west abutment (note pier to be demolished as part of works)

Photograph 2: Proposed Wright Street Bridge – Location of east abutment

Photograph 3: Location of Black Cart Cycleway Bridge (new bridge to be located adjacent to existing Inchinnan Bridge)

Appendix 06: Scoping Report Distribution Email

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; [Redacted] 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 [Redacted] Technical Manager (EIA) at Sweco on [Redacted] or via email [Redacted]

Regards,

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

[Redacted]

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

SCREENING OPINION UNDER PART 2, REGULATION 11 OF THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2007 (AS AMENDED)

CLYDE WATERFRONT RENFREW RIVERSIDE ("CWRR") & GLASGOW AIRPORT INVESTMENT AREA ("GAIA") INCLUDING CONSTRUCTION OF BRIDGE CROSSINGS OF THE RIVER CLYDE, THE BLACK CART AND THE WHITE CART

Thank you for your email dated 07 July 2016 together with accompanying documents seeking screening opinions for the above projects.

In Scotland, Council Directive 85/337/EEC ("the EIA Directive") has been implemented into Scots law through a number of Scottish Statutory Instruments relevant to individual consenting regimes. Due to the terrestrial and marine aspects of the CWRR and GAIA projects both the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 ("the Planning EIA Regs") and the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) ("the Marine EIA Regs") require to be considered.

Marine Scotland – Licensing Operations Team ("MS-LOT") note that Glasgow City Council and Renfrewshire Council have already provided screening opinions confirming that they consider both projects to represent Schedule 2 type development under the Planning EIA Regs, which may result in environmental effects significant enough to warrant evaluation in a formal Environment Impact Assessment ("EIA") due the nature and size of the projects.

Under regulation 8 of the Marine EIA Regs, MS-LOT (the appropriate authority) must determine an EIA is required in relation to a regulated activity that is to be carried out in the course of an Annex II project (meaning a project of a type specified in Annex II to the EIA Directive), if it concludes that the project in question is likely, because of its size, nature or location, to have significant effects on the environment.

As Schedule 2 developments directly correlate with Annex II projects, MS-LOT are of the opinion that the proposed bridge constructions represent regulated activities that are to be carried out in the course of Annex II projects, which are likely, because of their size and nature, to have significant effects on the environment and therefore **formal EIA addressing both terrestrial and marine concerns is required**.

Please note that MS-LOT will not be in a position to grant regulatory approvals (marine licences) in respect of the regulated activities (bridge constructions) until EIA consent has been given.

Going forward it would be MS-LOT's expectation that the relevant planning authority will act as the lead agency for each project during the scoping process and will liaise directly with MS-LOT to ensure that the requirements of the Marine EIA Regs are fulfilled. Please therefore ensure that all future correspondence is copied to MS-LOT via [Redacted] nd that the relevant planning authorities are made aware our of our screening opinions.

Should you have any queries please do not hesitate to contact me.

Kind regards,

[Red
acte

[Redacted]
Marine Licensing Casework Manager

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

[Redacted]

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