

T: [REDACTED]
E: [REDACTED]

[REDACTED]
SWECO

Your ref: DC17/177
Our ref: CIN-WDS-001
16 November 2018

Dear [REDACTED]

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
THE ERECTION OF OPENING BRIDGE OVER THE RIVER CLYDE, WITH NEW ACCESS
ROAD, UPGRADING AND WIDENING OF DOCK STREET, JUNCTION IMPROVEMENTS
ON GLAGOW ROAD AND FORMATION OF NEW SHARED FOOTWAY/CYCLEWAY TO
YOKER RAILWAY STATION AT DOCK STREET, CLYDEBANK**

1. This letter contains Scottish Ministers' decision on the above planning application which was submitted to West Dunbartonshire Council on 5 July 2017.
2. In terms of Section 46 of the Town and Country Planning (Scotland) Act 1997, Scottish Ministers directed West Dunbartonshire Council, on 6 October 2017 to refer the application to them for determination.
3. The application was thereafter considered by written submissions and a site inspection carried out by Mr David Buylla BA(Hons) MRTPI and Mr Robert Seaton MA(Hons) LLP DipLP, reporters appointed for that purpose, on 12 January 2018. A copy of their report is enclosed.

Scottish Ministers' Decision

4. Scottish Ministers have carefully considered the reporters' report of the written submissions. They agree with the reporters' conclusions and adopt them for the purposes of their own decision and accept the reporter's recommendation.
5. Accordingly, Scottish Ministers hereby grant planning permission for the erection of an opening bridge over the River Clyde with new access road, upgrading and widening of Dock Street, junction improvements on Glasgow Road and formation of new shared footway/cycleway to Yoker railway station at Dock Street, Clydebank, subject to the attached

conditions. For the avoidance of doubt the proposed condition 1 (o) referred to in Schedule 2 of the report, which is a near duplicate of condition 1 (c), is a typing error and should be deleted.

6. The foregoing decision of Scottish Ministers is final, subject to the right conferred by Sections 237 and 239 of the Town and Country Planning (Scotland) Act 1997 of any person aggrieved by the decision to apply to the Court of Session within 6 weeks of the date hereof. On any such application the Court may quash the decision if satisfied that it is not within the powers of the Act, or that the appellant's interests have been substantially prejudiced by a failure to comply with any requirements of the Act, or of the Tribunals and Inquiries Act 1992, or any orders, regulations or rules made under these Acts.

7. A copy of this letter and report have been sent to West Dunbartonshire Council. The parties who made representations will be notified of the decision.

Yours sincerely

[Redacted signature]

Copy to [Redacted] Head of Development Services, West Dunbartonshire Council

CONDITIONS ATTACHED TO THE GRANT OF PLANNING PERMISSION

PLANNING PERMISSION FOR THE ERECTION OF OPENING BRIDGE OVER THE RIVER CLYDE, WITH NEW ACCESS ROAD, UPGRADING AND WIDENING OF DOCK STREET, JUNCTION IMPROVEMENTS ON GLAGOW ROAD AND FORMATION OF NEW SHARED FOOTWAY/CYCLEWAY TO YOKER RAILWAY STATION AT DOCK STREET, CLYDEBANK

1. The development's construction shall not be commenced until the following have been submitted and approved in writing by the planning authorities:
 - a. a geotechnical interpretative report including measures to mitigate the risks of dewatering or alteration of the groundwater regime and of contamination of the water environment based upon or fulfilling the same purpose as those set out in the environmental statement, volume 2, paragraph 3.7.7;
 - b. a construction environment management plan (CEMP) based upon the outline provided at volume 2 appendix 1.2 of the environmental statement;
 - c. measures to protect retained trees during construction;
 - d. a construction traffic management plan (TMP) incorporating measures set out in paragraphs 12.8.1 to 12.8.12 of the environmental statement volume 2;
 - e. details for the provision of shelters at either side of the bridge for pedestrians and cyclists waiting to cross the bridge;
 - f. written scheme of archaeological investigation, including the measures set out in paragraph 7.7 of the environmental statement;
 - g. variable message sign system to provide information for those using and accessing the bridge incorporating details similar to those provided in the general layout plan of variable message signs submitted with the application 117086-SWECO-HMC-00-DR-E-40001;
 - h. details of the bridge, including details of road closure barriers;
 - i. measures to discourage vehicles from waiting in the area of the bridgeheads and from leaving engines idling in those areas;
 - j. a scheme to optimise traffic signal operation at junctions along Dumbarton Road, Ferry Road and Abbotsinch Road;
 - k. details of the Yoker Burn culvert's realignment;
 - l. details of the roads, footpaths and cycleways to connect the development with land lying to the east of Dock Street, including details of a connection for a cyclepath running east-west along the bank of the River Clyde with a cycle crossing over the road north of the bridge approved as part of the proposed development, and also details of the connection of the east-west path along the Clyde to the Rothesay Dock;

- m. details of the A814 Glasgow Road / Dock Street junction;
- n. details of the programme for removing invasive non-native species in the course of construction works;
- o. measures to be taken to protect retained trees during construction;
- p. design of lighting columns;
- q. a report showing finalised carbon values associated with the specified design, setting out the arrangements to be included in the tendering and procurement process to ensure that the ability of contractors to reduce carbon emissions will be a determining factor in the process, and how reduction of carbon emissions will be encouraged throughout procurement and future project stages;
- r. a sustainable transport strategy;
- s. arrangements for continued air quality monitoring at the junction of Kelso Street and Dumbarton Road during the development's operation;
- t. details of hard and soft landscaping, water landscaping and landscape planting, including the species, number and spacing of trees and shrubs and incorporating details based upon those provided in the indicative plans of landscape planting supplied with the application, including:
 - 117086-SWECO-ELS-00-DR-L-40003 Argyll Avenue Indicative Landscape Layout Sheet 1 of 3
 - 117086-SWECO-ELS-00-DR-L-40004 Argyll Avenue Indicative Landscape Layout Sheet 2 of 3
 - 117086-SWECO-ELS-00-DR-L-40005 Argyll Avenue Indicative Landscape Layout Sheet 3 of 3
 - 117086-SWECO-ELS-00-DR-L-40006 Meadowside Street East Indicative Landscape Layout Sheet 1 of 2
 - 117086-SWECO-ELS-00-DR-L-40007 Meadowside Street East Indicative Landscape Layout Sheet 2 of 2
 - 117086-SWECO-ELS-00-DR-L-40008 Meadowside Street West Indicative Landscape Layout Sheet 2 of 2
 - 117086-SWECO-ELS-00-DR-L-40009 Clyde Crossing & Southern Approach Indicative Landscape Layout sheet 1 of 1
 - 117086-SWECO-ELS-00-DR-L-40010 Dock Street North & South Indicative Landscape Layout Sheet 1 of 1
 - 117086-SWECO-ELS-00-DR-L-40016 Indicative Landscape Cross-Sections Sheet 1 of 2
 - 117086-SWECO-ELS-00-DR-L-40017 Indicative Landscape Cross-Sections Sheet 2 of 2

The details submitted for approval shall include a timetable for their implementation. The details shall then be implemented as approved.

Reasons: This condition provides a list of matters that are still to be determined before the project can proceed. The reasons for requiring these further details to be approved and then implemented are for each of the items above as follows:

- a. to ensure that measures mitigating the risk of dewatering or alteration of the groundwater regime or contamination of groundwater are fully adapted to the geotechnical context;
- b. to ensure measures to manage and mitigate the adverse environmental effects of construction are considered in advance and secured, including effects on amenity, soil, water, air quality, and upon flora and fauna;
- c. to ensure that trees proposed to be retained are protected during construction so as to minimise the development's effect upon existing trees and woodland;
- d. to ensure that the movement of materials and staff during construction is managed so that these operations are carried out safely while minimising the impact upon the flow of traffic, disturbance to residents and impact upon their amenity and other environmental impacts;
- e. to ensure suitable facilities are provided at the bridge to allow passengers and cyclists reasonable protection from the weather while waiting for the bridge to open, so as to maximise active travel;
- f. to ensure that any archaeology in areas to be disturbed in the course of development is identified, investigated and recorded;
- g. to advise drivers and other bridge users in advance so that they know when the bridge is closed. This is both for the convenience of bridge users and to minimise congestion and related adverse consequences arising from vehicles queuing at the bridge;
- h. to ensure a high standard of design in finalising the details of the bridge and that road barriers are of a suitable standard of design to match the quality of the bridge's design;
- i. to prevent adverse effects of vehicles waiting at the bridge (and, particularly, of leaving their engines idling while waiting) including congestion, noise and adverse effects upon air quality;
- j. to ensure traffic signals are modified to take account of the new development and availability of the bridge and so maximise the benefits of the bridge in terms of improving traffic flow;
- k. to ensure suitability of the realigned culvert for management of the Yoker Burn and compatibility with development of the site east of Dock Street for housing;
- l. to ensure connectivity of roads, footpaths and cycleways formed on the north side of the Clyde as part of the development with existing or proposed routes, including with the proposed east-west pedestrian and cycle path along the Clyde's north bank, and to ensure compatibility in particular with development of the site east of Dock Street;
- m. to ensure compatibility of the development with the development of a North Clyde Development Route;
- n. to ensure that invasive non-native species proposed to be removed in the course of the development are properly removed and disposed of;
- o. to ensure that trees to be retained are not harmed during the course of construction and the impact upon protected trees in Blythswood in particular is minimised;
- p. to ensure that the lighting standards are of a suitable standard of design and that the adverse impact particularly of artificial light on visual amenity and on wildlife, including bats, is kept to a minimum;
- q. to monitor that the PAS 2080 process for carbon management in infrastructure development continues to be followed in the course of development and to ensure that processes to secure reduction in carbon emissions are incorporated in procurement and future project stages;
- r. to maximise modal shift from car use to active travel and, where possible, to public transport in the operation of the proposed development and to minimise adverse effects arising from the increase in end-user carbon emissions predicted in the environmental statement as a consequence of the development;

- s. to monitor changes in air quality as a consequence of the proposed development and thereby to inform the local authority in subsequent performance of its duties in respect of air quality in response to those changes; and
- t. to ensure that landscaping associated with the development is of a suitably high quality and that it is compatible with the context of the development.

2. Landscaping details submitted for approval under condition 1 must comply with Advice Note 3 *Potential Bird Hazards from Amenity Landscaping & Building Design* published by the Airport Operators Association (AOA). Any sustainable urban drainage system must comply with Advice Note 6 *Potential Bird Hazards from Sustainable Urban Drainage Systems* published by the AOA. Following approval, no subsequent alterations to landscaping may be made unless according to details submitted to and approved in writing by the planning authority.

Reason: To ensure that landscape is designed in such a way that it does not endanger the safe movement of aircraft or the operation of Glasgow Airport through the attraction of birds and an increase in risk to aviation from bird strikes.

3. The four masts of the bridge hereby permitted shall not exceed 44.98 m AOD at mast reference points in the open and closed positions as follows:

Closed to river:

NW1 = E = 250467.9005 N = 668884.1615
NW2 = E = 250468.1969 N = 668884.5642
NW3 = E = 250468.4932 N = 668884.9668
NE1 = E = 250486.0357 N = 668844.8995
NE2 = E = 250485.7394 N = 668844.4968
NE3 = E = 250485.4430 N = 668844.0941
SW1 = E = 250388.4671 N = 668776.2433
SW2 = E = 250388.7635 N = 668776.6460
SW3 = E = 250389.0598 N = 668777.0486
SE1 = E = 250406.6023 N = 668736.9813
SE2 = E = 250406.3060 N = 668736.5786
SE3 = E = 250406.0096 N = 668736.1759

Open to river

NW4 = E = 250460.0729 N = 668851.0341
NW5 = E = 250459.6111 N = 668851.2257
NW6 = E = 250459.1493 N = 668851.4172
NE4 = E = 250493.8633 N = 668878.0269
NE5 = E = 250494.3251 N = 668877.8353
NE6 = E = 250494.7870 N = 668877.6437
SW4 = E = 250380.3221 N = 668743.5232
SW5 = E = 250379.8650 N = 668743.7257
SW6 = E = 250379.4078 N = 668743.9282
SE4 = E = 250414.7473 N = 668769.7014
SE5 = E = 250415.2045 N = 668769.4988
SE6 = E = 250415.6616 N = 668769.2963

No subsequent alterations to the approved location plans or elevations may take place unless submitted to and approved in writing by the planning authority.

Reason: Development exceeding this height, or at an alternative location, may penetrate the Obstacle Limitation Surface (OLS) surrounding Glasgow Airport. To allow for changes that may arise in design and construction, the condition allows for alteration in the mast reference points. In determining whether any alteration would be acceptable with regard to aviation safety, the planning authority may find it necessary to consult with the operator of Glasgow Airport.

4. The development's construction shall not be commenced until the following have been appointed:

- a. an environmental site manager, with responsibility to ensure that mitigation measures identified in the CEMP are fully implemented and activities are carried out in such a manner as to prevent or reduce impacts on the environment.
- b. an ecological clerk of works (ECoW).

Before either person is appointed, the terms of reference under which they are to be appointed must be approved in writing by the planning authorities. The ECoW's terms of reference shall include authority to halt works on site for reasons relating to his or her remit. If either of these posts falls vacant, a person shall be appointed to fill them again without delay.

Reason: to ensure performance of the requirements of the CEMP and other environmental protection measures set out in the conditions and to ensure that the development's construction is managed in a way that minimises its adverse effects upon the environment.

5. The construction of that part of the development lying within Renfrewshire shall not commence until Renfrewshire Council has approved in writing the following:

- a. a scheme for providing an offer of insulation or other suitable noise mitigation to those properties likely to be significantly affected by noise or airborne vibration from additional road traffic generated by the development and that would otherwise be likely to suffer nuisance as a consequence of that noise or vibration;
- b. details of at least five hectares of compensatory tree planting and its subsequent maintenance and details of woodland improvement works, incorporating proposals based upon those shown in the indicative plan of compensatory planting and woodland management proposals 117086-SWECO-ELS-00-DR-L-40013.

The details submitted for approval shall include a timetable for their implementation. The details shall then be implemented as approved.

Reasons: This condition provides for two matters that are still to be determined before the project can proceed but relate exclusively to the Renfrewshire Council area. There are separate reasons for requiring these two matters to be approved then implemented:

- a. The environmental statement estimated that a number of dwellings south of Meadowside Street would be significantly adversely affected by noise and airborne vibration caused by additional traffic generated by the proposed development. It proposed a scheme of noise mitigation in addition to the statutory scheme requiring noise insulation to be provided to certain dwellings. A scheme is therefore required to identify specific properties that are likely to suffer nuisance and to offer insulation or other noise mitigation for those properties.

b. Compensatory planting and woodland improvement works in Blythwood are required to compensate for loss of 2.6 hectares of woodland in Blythwood as a consequence of the proposed development.

6. The development's construction shall not be commenced unless ecological surveys have been carried out by a suitably qualified ecologist at an appropriate time of year to update the baseline information provided in chapter 6 of the environmental statement and a report on the updated surveys has been submitted to and approved in writing by the planning authorities.

Reason: to identify whether there are protected species on the site before construction commences and to inform the protection of individuals of those species during construction and more generally to inform the ecological mitigation measures incorporated in the CEMP.

7. Site clearance and demolition work shall not be undertaken during the breeding bird season (between 1 April and 31 August) except with the consent in writing of the planning authority for the area in which such works are proposed.

Reason: to prevent disturbance of breeding birds.