



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Ms L Pratt Phone: 0141 287 6025

APPLICATION TYPE Full Planning Permission

RECOMMENDATION Grant Subject to Condition(s)

APPLICATION 07/01349/DC

DATE VALID 27.04.2007

SITE ADDRESS Site Of Proposed Bridge Over The River Clyde Between Windmillcroft Quay And Broomielaw Glasgow

PROPOSAL Erection of pedestrian/cycle bridge over the River Clyde.

APPLICANT Glasgow City Council
Development And Regeneration
Services
Per Mr S Inch, Director
229 George Street
Glasgow
G1 1QU

AGENT Halcrow Group Ltd
City Park
368 Alexandra Parade
Glasgow
G31 3AU

WARD NO(S) 10, Anderston/City

**COMMUNITY
COUNCIL
LISTED** 02_031, Anderston

**CONSERVATION
AREA** Central Area

ADVERT TYPE Affecting a Conservation
Area/Listed Building

PUBLISHED 11 May 2007

CITY PLAN

REPRESENTATIONS/ CONSULTATIONS

One letter of objection has been received. The grounds of objection and comments can be summarised as follows:

The expenditure on the proposed bridge is unjustified when there is an existing bridge in close proximity.

Comment: The Council is committed to the consolidation of Broomielaw as an area for major office and business investment within the city, and to the redevelopment of Tradeston as a mixed use area, to include residential and commercial activities. The proposed bridge is seen as a crucial step in ensuring that both areas become an integral part of the ongoing River Clyde regeneration and represents a more financially viable option than the original design.

A letter of representation was received from Scottish Power advising of underground apparatus in the area. This has been treated as a consultation response.

Extensive consultations were carried out in relation to the previous bridge application and those consultatees who responded were re-consulted along with all safeguarding organisations and objectors. The consultation process is now complete and details of the responses are summarised on the attached table (Appendix 1) with conditions to be added where appropriate. None of the consultees objected to the proposal.

The proposal was advertised in the 'Evening Times' and the 'Edinburgh Gazette' of 11/05/07 as affecting a conservation area.

SITE AND DESCRIPTION

The site extends from the Broomielaw on the north bank of the River Clyde, to the junction of Clyde Place and West Street in Tradeston on the south.

On the north site of the river, the site is bounded by or close to:

- The quayside which is in the process of being upgraded through substantial public realm works (see 04/01428/DC);
- The proposed route of the 'fast link' transport system and the Broomielaw;
- The pontoon at Broomielaw Quay to the east;
- The BT building and further developments associated with the International Financial Services District, including Grade 'A' office developments such as the Walker Group at 200 Broomielaw, Atlantic Quay and the Optima building;
- Route 75 of the National Cycle Network;
- The Clyde Walkway and the casino.

On the south side the site is bounded by or close to:

- The quayside which is in the process of being upgraded through substantial public realm works and the reconstruction of the existing derelict river quay wall (see 04/01428/DC);
- The junction between Clyde Place and West Street;
- The access to the Renfrew Ferry off Clyde Place;
- Housing at Windmillcroft Quay to the west;
- The vacant Euroyachts site to the east.

The site definition partly incorporates areas identified for public realm works under a previous consent (04/01248/DC). It is understood that this is solely to enable construction works to take place and that there would be no change to the public realm works as approved other than to accommodate the bridge landing point to the south.

The nearest road bridge to the site is the George the Fifth Bridge (Category 'B' listed), which lies approximately 250 metres to the east followed by the 2nd Caledonian Railway Bridge. Kingston Bridge lies approximately 380 metres to the west providing a motorway link between Glasgow city centre with the south of the city. Beyond this lies the Clyde Arc.

The table below indicates the succession of bridges from west to east and specifies the air draught clearances for river vessels at Mean High Water Spring Tide:

BRIDGE	CLEARANCE (Metres)
Millennium Footbridge	3.8
Bells Footbridge	3.7
Clyde Arc	5.4
Kingston Bridge	19.95
Proposal	5.4
George the Fifth Bridge	5.51
2 nd Caledonian Railway Bridge	6.2
Glasgow Bridge	5.41

Although both the Millennium Footbridge and the Bells Footbridge are capable of opening to allow the passage of large or tall river vessels, the Clyde Arc, as a fixed structure, effectively limits the passage of such vessels east of this point.

The river along the stretch by the bridge site is currently used for business and leisure purposes, working tugs; the Endrick; and the 'Renfrew Ferry' entertainment venue. It is also used by Clyde Waterbus Services Ltd (Pride of the Clyde) and a pontoon has been installed on the River Clyde at Broomielaw Quay to encourage further use of the river and to support the waterbus service and Strathclyde Fire and Rescue and Diving Services. The height of the proposed structure, at 5.4 metres, would allow such uses to continue.

Background

The requirement for a new river crossing linking the Broomielaw to Tradeston has been identified in a number of strategy documents including: the 'Clyde Waterfront Regeneration Strategy' (2003), which sought to create new transport links and river crossings in association with improved public access; and the 'Broomielaw Local Development Strategy and Design Guidelines' (2003), which recognised that improvements to the links with the south side of the river would be fundamental to the regeneration process.

More recently the 'Tradeston Local Development Strategy' (May 2005) identified the Tradeston – Broomielaw bridge as a key infrastructure component in the economic, social and cultural regeneration of the Tradeston area to create a new city destination incorporating both residential and commercial activities. Establishing a relationship between this area and the Broomielaw, which continues to be the focus of major office and business investment, is considered crucial in the delivery of their respective development aims. Against this background, the Tradeston-Broomielaw Bridge is seen as a fundamental step in ensuring that both areas of the City become an integral part of the ongoing River Clyde regeneration.

The principle of erecting a bridge in this location has already been established by the Council through the consent granted for a previous design in 2004. Two separate planning applications, one for a footbridge (04/01427/DC) and one for environmental improvements (04/01428/DC) were given consent on 14 October 2004. As part of the application process, an Environmental Impact Assessment (EIA) was undertaken which involved extensive consultation. The public realm works are currently underway and the category 'B' listed Euroyachts building at 17 Windmill Croft has been demolished following the granting of a separate application for Listed Building Consent including Demolition (04/01422/DC).

With regard to the initial footbridge proposal, the Policy and Resources Committee determined on 07 March 2006 that Development and Regeneration Services should not proceed with the approved design as the gross project cost would substantially exceed the pre-tender estimate. However, due to the recognised need for a bridge in this location and its importance to the successful implementation of the International Financial Services District and the Tradeston Local Development Strategy, it was concluded that a revised proposal should be prepared.

The current bridge proposal was tendered on the basis of a contractor led, design and build contract, capped at a maximum of £6m. Nine expressions of interest were received out of which three tenders were submitted. One was financially non-compliant and the remaining two were evaluated in line with current procurement regulations. The tender put forward by Edmund Nuttall was considered to meet all the criteria, which included technical issues, aesthetics/form of the bridge, lifespan, maintenance issues and the overall quality of submission and was agreed by the Executive Committee on 08 December 2006.

Proposal

Planning permission is sought to construct a pedestrian and cycle bridge to link the north bank of the River Clyde at Broomielaw to the south bank at the junction of Clyde Place and West Street in Tradeston.

Design format of the bridge structure

The bridge forms a pronounced 'S' shape as it crosses the river in a south westerly direction and is designed as a fixed, non-opening structure supported by two exposed, concrete piers in the river that are piled to a bedrock foundation below the river bed. Three piles are proposed for each concrete support, with an additional two piles to an abutment acting as a support on the north bank and projecting beyond the existing quay walls. No piles are proposed to the south bank where the bridge deck would over sail the quay wall to land on a simple concrete pad. The steel and concrete bridge deck with steel parapets is suspended on the concrete piers and supported by two curved steel 'fin' sections. The fins extend to 8318 mm in height and are multi-planed, with the upper plane narrowing towards the top of each fin and the creation of a wedge at the base, where the fins join the deck. All of the exposed steelwork would be painted. The deck would incorporate ramps at either side to achieve a constant gradient of 1:20 and to meet the minimum river clearance of 5.4 metres. The deck would be finished in non-slip, epoxy resin surfacing, meeting the edge of the quay wall on the north of the river and extending on to the quay by approximately 2000mm to the south. A ramp would be installed at this point to ensure no difference in levels.

Traffic use of the bridge

The bridge deck would be 7170 mm wide in total and carry two distinct 'lanes' of 2500mm each, one on either side of the central fins. There would be no separation of pedestrian and cycle traffic as it is envisaged that pedestrians may weave their way across the bridge to access views on either side or to watch events on the river, rather than following a direct route. This pedestrian movement would potentially cause conflict with a dedicated cycle lane and it is considered that sufficient width is available for both functions to be integrated.

Effects on river navigation

A vertical clearance below the bridge structure of 5.4 metres at Mean High Water Spring tide at the river's 15 metre wide navigational channel is established for river boats. It should be noted that the Clyde Arc already creates a permanent obstruction to large vessels, including the Waverley and Balmoral passenger cruisers and some large mast vessels, to the west at Finnieston.

Lighting

Feature and statutory lighting is proposed in the form of uplighters recessed into the pedestrian footways and on the handrail of the parapets to create a decorative and river-reflected night-time feature. A condition requires further details of this aspect of the proposal to be submitted for approval prior to the commencement of works.

Connectivity

The bridge is intended to serve local pedestrian and cycle needs linking Tradeston in the south with Broomielaw and the city centre beyond. Wider links with these areas are made possible by the proximity of the bridge to Route 75 of the National Cycle Network, the Clyde Walkway and the proposed 'fast link' transport system.

Related Works

The environmental improvements which already have consent (04/01428/DC) include upgrading the north and south quaysides through substantial public realm works and the reconstruction of the existing derelict river quay wall to the south. The north and south banks will be finished in a combination of high quality materials such as Porphyry, Caithness stone and re-used granite setts. Further development along the north bank will include multi-function pavilions, a walkway with seating areas, the national cycle route and will be able to accommodate future plans for the proposed 'fast link' transport system. This work is currently underway and, as part of the bridge contract, any damage occurring during the construction of the bridge will require to be repaired to the original standard. In addition, a condition is attached requiring full detail of the materials to be used at the points where the bridge meets the quay to ensure it matches the agreed finish and materials and to minimise any alterations to the agreed scheme.

As the City Council is the applicant and developer in this instance, the planning process is required to follow procedures under the Town and Country Planning (Notification of Applications) (Scotland) Direction 2007 as detailed in the Scottish Executive Development Department Planning 'Circular 5/2007'. This document sets out the circumstances in which planning authorities must notify Scottish Ministers where they intend to grant planning permission. In relation to local authority interest developments, before granting consent planning authorities must notify Ministers where the proposed development:

- would be contrary to the development plan for the area; or
- has been the subject of a substantial body of objections.

The notification requirement is structured in such a way so that only in certain circumstances will planning authorities need to notify local authority interest developments to Scottish Ministers. Local authorities, as the planning authorities for their areas, are best placed to judge whether a particular proposal is a departure from the development plan, or whether the body of objections has been substantial.

The proposal is considered to comply with the development plan as detailed in the assessment below. With regard to objections, a 'substantial body of objections' is further qualified as:

- (a) the number of representations against the proposal, in the context of the locality (10 is given as an example for an urban area);
- (b) where objections are from a group or organisation, the extent to which it may be representative of the community; and
- (c) the relevance, in planning terms, of those representations.

Only one letter of objection was received in relation to the proposal and, in light of this it is considered that the application does not fall within the requirement to be notified to Scottish Ministers as a local authority interest development.

POLICIES

The Glasgow and the Clyde Valley Joint Structure Plan

Strategic Aims
Strategic Vision
Strategic Policy 3 (b)
Strategic Policy 4

Glasgow City Plan

Development Policy Principles 6 and 8

Policy TRANS 5

Policy CC/DES 1

Policy CC/DES 2

Policy CC/DES 5

Policy DES 1

Policy DES 2

Policy DES 3

Policy DES 5

Policy DES 7

Policy DES 9

ASSESSMENT AND CONCLUSIONS

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that when an application is made it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise.

The Development Plan consists of the Glasgow and the Clyde Valley Joint Structure Plan (2000) and the Glasgow City Plan which was adopted in August 2003.

The Glasgow and the Clyde Valley Joint Structure Plan

The approved Structure Plan is founded on and takes full account of all appropriate national planning policy guidance and contains a range of provisions associated with the economic, social and environmental regeneration of the Clyde Waterfront. A strategic vision and joint commitment for the Clyde Waterfront as a Metropolitan Flagship Initiative themed on strengthening communities, developing economic growth along the river corridor and establishing a green network, among other things, is supported by four strategic aims to:

- (i) increase economic competitiveness;
- (ii) promote greater social inclusion and integration;
- (iii) sustain and enhance the natural and built environment; and
- (iv) integrate land uses and transportation.

The targets set for these aims for the next 20 years or so are both wide-reaching and area specific. Of relevance in this regard are Strategic Policy 3 (b) and 4:

Strategic Policy 3 (b) requires local measures to ensure the preparation of management plans to meet travel demands along links across and on the River Clyde;

Strategic Policy 4 emphasises the integral importance of strategic walkways and cycleways in the sustainable development of the Clyde Waterfront.

The Tradeston-Broomielaw Bridge is considered to meet the strategic vision and aims set out in the structure plan by providing a key infrastructural component towards encouraging the further redevelopment of the Clyde Waterfront and enhancing the economic competitiveness of the urban renewal area of North Clyde. It would provide improved cross river access between established and emerging communities on the north and south banks, increase integration with the city centre and improve connectivity along the riverside.

Glasgow City Plan

The site specific policies for the application site are DEV 6 'Principle Office Area' (north bank of the river at the Broomielaw and DEV 8 'Mixed Development' (south bank to Tradeston).

Policy DEV 6 states that the Council will seek to support and maintain the areas strategic office function through encouraging proposals which improve accessibility and maximise employment opportunities. Policy DEV 8 states that areas designated as 'mixed development' are characterised by a range of uses and provide opportunities for redevelopment and for proposals that contribute to their regeneration.

Policy TRANS 5 of the City Plan confirms the Council's commitment to the development of a Glasgow Cycle Network and requires that development proposals located on or beside proposed cycle network routes incorporate sections of the network or create links to it.

Pedestrian and cycle routes should be well lit to create a safe and attractive environment.

The bridge is considered to improve pedestrian and cycle connections between Broomielaw and Tradeston, and provide a direct north-south pedestrian friendly route to the proposed West Street interchange and a reconnection with the city centre. The bridge will link to Route 75 the National Cycle Network and increased permeability for cyclists along and across the River.

Policy CC/DES 1 states that new development in the city centre should respect the urban scale and employ high quality materials which respect the adjoining buildings and those in the immediate vicinity. The overall scale of the proposed bridge is considered to comply with this Policy and not appear overdominant on relation to adjacent bridges and buildings. The proposed use of steel for the fins and the parapets is considered acceptable in this location, subject to conditions regarding colour and finish.

CC/DES 2 identifies the Broomielaw as an area characterised by its street pattern, consistent building line and diversity of building type. Policy CC/DES 5 relates more specifically to river frontage development and states that the open vistas provided by the river require a sensitive approach, particularly in terms of materials, scale and massing. The proposal is considered to comply with these Policies.

Policies DES 1; DES 2; DES 3; DES 5; DES 7 and DES 9 set out a wide range of criteria for new developments to satisfy. These require and expect new developments to reinforce local character and architectural identity; to achieve high standards of urban design quality and detail; to promote designs that explore contemporary interpretations of traditional forms in the best materials; to incorporate public realm works, decoration, and lighting; and to allow barrier free access.

The proposal is considered to assist in defining the character of the area and in reinforcing its identity, whilst respecting the scale of the surrounding structures. It would improve permeability and connectivity along this section of the river and increase accessibility for people with disabilities through barrier free design. With regard to materials, a condition requires the details of the colour and finish of the epoxy surface to the bridge deck to be submitted, to ensure that its appearance will integrate with the existing public realm works. Further details of the finish to the fins are also required. Policy DES 7 seeks to ensure that proposals for the illumination of buildings do not adversely affect the amenity of neighbouring uses. The lighting unit integrated in the handrail is considered to provide interest and vitality to the night time scene and the proposed uplighters incorporated in the deck's surface would illuminate the two fins. This would increase security and contribute to the ongoing programme of bridge illumination along the River Clyde.

Conclusion

In conclusion, it is considered that the proposed bridge would meet the policy development framework for the areas of Tradeston and the Broomielaw as set out in the Glasgow and the Clyde Valley Joint Structure Plan and the Glasgow City Plan. Other material considerations, namely the points raised in the letter of representation and the views consultees of are considered to have been satisfactorily addressed and do not outweigh the Development Plan.

Given the above, it is recommended that the proposal is granted planning permission subject to the conditions attached to this report.

CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s) TB-TFTD-04 and TB-TFTD-05 and the two A3 sheets which include parapet details, sections, elevations and photo montage images received on 21 May 07 and the drawings TB-TFTD-09 Revision A and TB-TFTD-10 Revision A received 23 May 2007, as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

Reason: As these drawings constitute the approved development.

02. Further details of the design of the following components of the bridge structure shall be submitted to the Planning Authority for approval in writing prior to the commencement on site of any part of the development:

- (i) the form, profile, colour and finish of the fins;
- (ii) the materials, colour, finish and external appearance of the surface of the bridge deck and
- (iii) sections and plans detailing how the bridge deck will integrate with the public realm surface;
- (iv) the colour and finish of the parapets and how they will integrate with the railings along the quayside on both the north and south banks;
- (v) the decorative lighting on the deck and on the handrails;
- (vi) the measures to be put in place to prevent attempts to climb up the fins;
- (vii) the provisions for the deflection of floating debris at the piers and at gap between the northern pier and the pontoon.

Reason: To enable the Planning Authority to consider these aspects in detail.

03. The north and south access ramps shall be designed to ensure passage by pedestrians, cyclists and disabled persons.

Reason: In the interest of the safety of the users of the premises.

04. Any amendments to the public realms works approved as part of consent 04/01428/Dc as a result of construction work shall be submitted for the prior written approval of the Planning Authority.

Reason: To enable the Planning Authority to consider these aspects in detail.

05. No work, which would cause light, noise or vibration in the waters of the River Clyde, should take place during the hours of darkness. As far as reasonably practicable, all such work should be timed to avoid the period between March and May (inclusive).

Reason: To avoid disturbing migrating nationally important species, such as Atlantic salmon, lamprey and otter movements.

06. Detailed plans should be submitted to the Planning Authority, for approval prior to the commencement of any work, which show permanent lighting proposals which avoid, as far as possible, lighting which shines directly onto the water and penetrates into the water column, as this could disrupt fish migration and otter movements.

Reason: In order to protect the natural heritage interests of the river.

07. Procedures and methodologies should be submitted to the Planning Authority, for approval prior to the commencement of any work, which details all measures which will prevent the accidental release of concrete, cement and admixtures and oils and other chemicals into the River Clyde.

Reason: In order to protect the natural heritage interests of the river.

08. No construction work shall take place on site until a series of tests for ground contamination have been carried out in accordance with a method approved by the Planning Authority and the recommendations published by the Department of the Environment. No construction work shall be started until remedial work considered necessary by the Planning Authority as a result of these tests has been carried out and the ground has been made safe.

Reason: To ensure the ground is suitable for the proposed development.

09. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve (NRC) 35 between the hours of 0700 hours and 2200 hours and Noise Rating Curve (NRC) 25 at all other times.

Reason: In order to safeguard the property itself and the amenity of the surrounding area.

10. Light from the use of the facility shall not give rise to:

- a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%.
- b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
- c) A "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

Reason: In order to safeguard the property itself and the amenity of the surrounding area.

11. The design details of the bridge shall include the provision of safety life belts mounted on poles at four locations along the length of the bridge. The locations shall be agreed with the Planning Authority in writing.

Reason: In the interests of the safety of the users of the bridge.

12. No additional load is to be put on the north quay wall or quay wall foundation.

Reason: In the interests of the safety of the users of the bridge.

13. Details of any temporary barricades proposed during the works involved shall be submitted to the Planning Authority for approval and before commencement of work on the barricades and shall be implemented in the approved manner. The barricades shall be painted and/or maintained in good condition and kept free of advertisements.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.

14. The developer shall secure the implementation of an archaeological watching brief, to be carried out by an archaeological organisation acceptable to the Planning Authority, during development work. The retained archaeological organisation shall be afforded access at all reasonable times and allowed to record and recover items of interest and finds. Terms of Reference for the watching brief will be supplied by the West of Scotland Archaeology Service. The name of the archaeological organisation retained by the developer shall be given to the Planning Authority and to the West of Scotland Archaeology Service in writing not less than 14 days before development commences.

Reason: In order to protect the existence of potential architectural resources.

15. Details of any modifications to the detailed design of the bridge or its construction methods that could have an impact on the natural heritage of the river shall be submitted to the Planning Authority for consideration prior to the commencement on site of any part of the development.

Reason: In order to protect the natural heritage interests of the river.

16. A landscape plan providing details of how the river and riparian habitats are to be managed and sustained during the construction and operational phases of the bridge shall be submitted to the Planning Authority for approval in writing prior to the commencement on site of any part of the development.

Reason: In order to protect the natural heritage interests of the river.

17. Any existing semi-natural vegetation along the banks of the river in the vicinity of the bridge shall be protected from the effects of the construction works.

Reason: In order to protect the natural heritage interests of the river.

18. The development shall incorporate best practice in the control of surface water run-off, with reference to "Sustainable Urban Drainage Systems" produced by the Scottish Environment Protection Agency.

Reason: In order to protect the natural heritage interests of the river.

19. A detailed site investigation shall be undertaken to identify the environmental and health risks associated with any contaminated ground identified as part of the requirements of condition 7. The site investigation shall be undertaken prior to the start on site of any part of the development and details of it together with any mitigation measures shall be submitted to the Planning Authority for consideration.

Reason: In order to safeguard the property itself and the amenity of the surrounding area.

20. A further assessment of the impact if any of the bridge on river levels during extreme events shall be undertaken prior to the commencement on site of any part of the development. Details of the assessment findings and any mitigation measures shall be submitted to the Planning Authority for consideration.

Reason: In order to protect the natural heritage interests of the river.

ADVISORY NOTES TO APPLICANT

01. The applicant is advised to consider the installation of a Tide Board laser device to display a visual indication of the available air draught clearance for navigation over the navigable channel.
02. The applicant is advised to consider the installation of a CCTV camera system at appropriate locations along the bridge.
03. It is recommended that the applicant should consult with Land and Environmental Services (Roads) at an early stage concerning this proposal, in respect of legislation administered by that Department which is likely to affect this development.
04. It is recommended that the applicant should consult with Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development.
05. Prior to the installation of the lighting system, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the Planning Authority confirming that the proposed system will satisfy the requirements of the above condition.
06. Prior to commencement of use of the facility, the applicant should, following the testing of the lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person to the Planning Authority confirming that the system complies with its design specification.

07. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
08. It is recommended that the applicant should consult with SEPA in relation to pollution of the water environment.
09. It is recommended that the developers contact the Glasgow Humane Society regarding their publication on safe architectural practice.
10. The applicant is advised to contact Scottish Power with regard to underground apparatus in the area of the proposal.
11. It is recommended that the applicant should consult with Land and Environmental Services (Cycling) at an early stage concerning this proposal, in respect of provision for pedestrian and cycle crossings and connectivity to the National Cycle Network.

for Executive Director of Development and Regeneration Services

DC/ LPR/f1
27/06/2007

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Glasgow City Council

Development and Regeneration
Development Management
229 George Street
Glasgow G1 1 QU
Director : Steve Inch BSc Hons DipTRP

Reference No.

07/01349/DC

Address :

Bridge over River Clyde at Tradeston/Broomielaw

Scale : 1:2500

Indicative Site Location

Ward : 10



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Location of Site
(For details, refer to Report)

APPENDIX 1

Consultee	Sent	Response Date	Comments	Action
LES - Flooding	29/05/07	25/06/07	No objection. Provision to be made for the deflection of floating debris at the piers and at gap between the northern pier and the pontoon.	Condition requiring further details of mitigating measures attached.
LES - Structures	29/05/07	25/06/07	No objection. Lifebelts to be mounted to the bridge and measures put in place to remove the possibility of people climbing the fins. No additional load to be put on the north quay wall or quay wall foundation. Design measures to facilitate access for future maintenance to be put in place.	Conditions and advisory notes to address all issues raised have been attached.
LES - Cycling	29/05/07	25/06/07	No objection. Potential for pedestrian/cycle conflict to become an issue at pinch points created by the fins, which effectively reduce the width of the lanes to 2.5m. Clarification required on surface materials with particular reference to the setts. Issues raised regarding provision for pedestrians/cyclist crossing from Broomielaw to York Street and regarding connectivity with the National Cycle Route.	The width of the proposed shared cycle/pedestrian lanes is considered sufficient and it would not be possible to further reduce the width of the fins. With regard to materials used on the walkway, these were granted under previous consent 04/01428/DC. A condition requires further details of materials to deck surface. With regard to crossings and connectivity an advisory note is attached recommending that LES Cycling are consulted prior to the commencement of works.
Clyde Port Authority	29/05/07	18/06/07	The bridge affects ownership of Clydeport and this will require to be formalised. A works licence will be required for construction of the bridge. Applications to be made to Clydeport Operations Ltd.	Details passed to developer.
LES – Environmental Protection	29/05/07	25/06/07	No objections subject to conditions.	Conditions attached.
Scottish Water	29/05/07	11/06/07	No objections. The development may involve	Developer to contact Scottish Water

			building over or obstructing access to an existing public sewer and/or water main.	regarding location of infrastructure and for further advice.
WoSAS	29/05/07	30/05/07	Query prior to consultation. Stated that there are archaeological issues associated with Glasgow's industrial heritage and the potential for prehistoric remains at depth in this area.	Further information forwarded as part of consultation process. No further response received.
Fire Safety HQ	29/05/07	No response		
Strathclyde Police	29/05/07	No response		
Scottish Natural Heritage	29/05/07	22/06/07	No objections subject to conditions relating to timing of works, lighting, and procedures to prevent accidental release of substances into the River Clyde.	Conditions attached.
SEPA	29/05/07	No response		
Airport Safeguarding	29/05/07	23/06/07	No objection.	
Glasgow Humane Soc.	29/05/07	21/06/07	Parapet appears adequate in terms of safety. Lifebelt holders should be placed at intervals along the bridge. Details requested on measures to prevent climbing up the supporting fins. Developers to be given booklet produced by Glasgow Humane Society on safe architectural practice.	Conditions and advisory notes attached.
SPT	29/05/07	No response		
Sustrans	29/05/07	No response		
Go Bike	29/05/07	No response		
Objector 1 Festival Park Residents Association	29/05/07	No response		Met with Residents Association on 25/06/07. No objections. General concern raised about the potential impact of the bridge on parking in the surrounding area.
Objector 2 The Waterfront Proprietors Association	29/05/07	No response		
Objector 3 Scottish Boat Centre	29/05/07	No response		

Scottish Power	Not consulted.	04/05/07	No objections. Advised that there were underground apparatus within the area of the proposals.	Advisory note attached.
Urban Design Panel	31/05/07	The bridge was presented to the Panel by the architect. No written response received.	Questions relating to the evolution of the design ideas, materials, lighting and safety issues. Discussion about how the bridge would be viewed from the banks of the river.	The concerns of the Panel are considered to have been addressed in the body of the report and in the attached conditions.