

Report To: Environment & Regeneration Committee **Date:** 25 October 2018

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** LP/112/18

Contact Officer: Alan McClintock **Contact No:** 01475 712444

Subject: Kirn Drive Civic Amenity Site

1.0 PURPOSE

- 1.1 The purpose of this report is to respond to the Committee's request for additional information on the closure of the Kirn Drive Civic Amenity Site to facilitate the demolition of the Depot building and the decontamination and removal of the redundant fuel facility.

2.0 SUMMARY

- 2.1 The Environment & Regeneration Committee on 30 August 2018 requested that Officers submit a report on the Civic Amenities Facility at Kirn Drive to the October 2018 meeting of the Committee.
- 2.2 The current Kirn Drive Depot and Civic Amenity Site will be developed in two phases.
Phase 1 – Demolition of the Depot building and removal of the fuel facility.
Phase 2 – Reconfiguration of the Civic Amenity Site.
- 2.3 Officers revisited the proposal to close the Amenity Site to allow access to the Depot for demolition and to consider alternative access routes. Various options were considered but not found to be practical.
- 2.4 It is therefore recommended that the Civic Amenity Site be closed for the duration of the Phase 1 and 2 works.

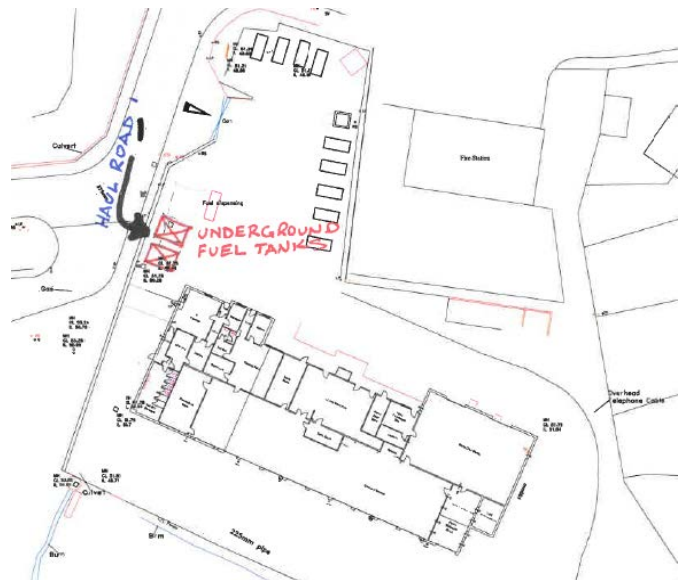
3.0 RECOMMENDATIONS

- 3.1 That the Committee note the conclusions within this report and authorise the Head of Environmental & Public Protection to progress with Phases 1 and 2 of the project and that Officers report to the Committee on any identification of temporary alternative site

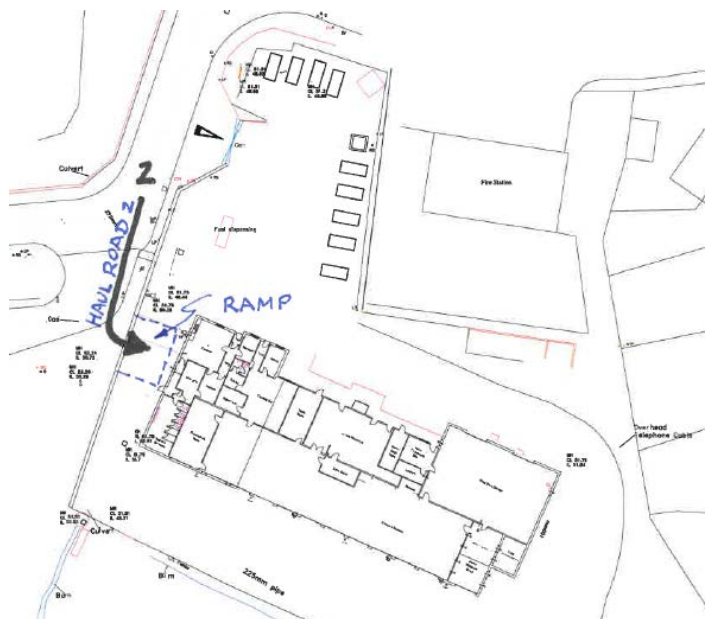
Scott Allan
Corporate Director
Environment, Regeneration & Resources

4.0 BACKGROUND

- 4.1 The current Kirn Drive Depot and Civic Amenity Site will be developed in two phases.
Phase 1 – Demolition of the Depot building and removal of the fuel facility.
Phase 2 – Reconfiguration of the Civic Amenity Site.
- 4.2 Access to the Depot building is currently through the Civic Amenity Site and Officers recommended that for logistic and health and safety reasons the Civic Amenity Site should be closed for the duration of the demolition works.
- 4.3 The Environment & Regeneration Committee of 30 August 2018 requested that Officers consider an alternative access route to avoid closure of the Civic Amenity site.
- 4.4 The land associated with the Depot building is affectively 'land-locked' with no boundaries contiguous with the road network. There is however a possibility of creating a haul road from Kirn Drive through the access road to the community centre and into the site at three possible locations.
- 4.5 Note that a haul road at this location would prevent vehicular access to the community hall and the community hall car park. This would restrict access for emergency vehicles in the event of a serious incident. The hall may have to be closed for the duration of the use of the haul road.
- 4.6 Haul road route 1 occurs at the site of the buried fuel tanks, and decontamination and removal is part of the works. It would therefore be impossible to construct a haul road without interfering with the works.

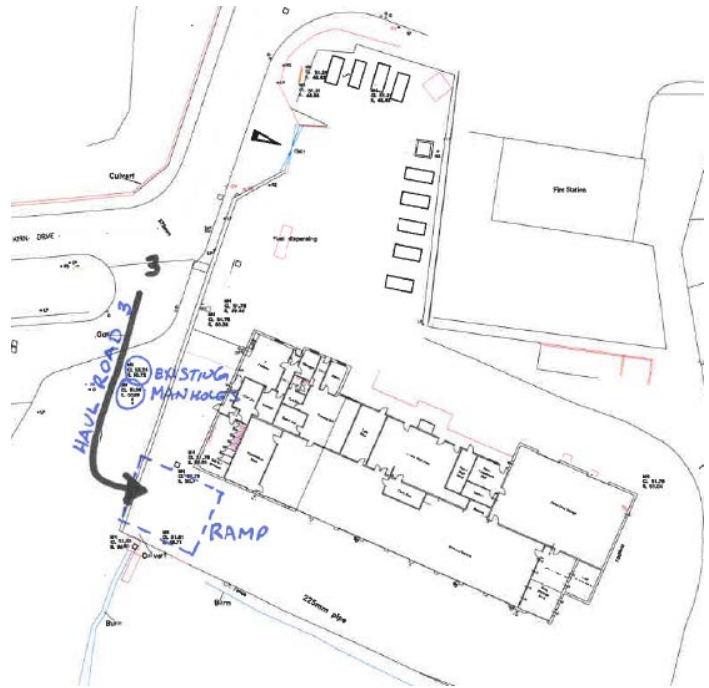


- 4.7 Haul road route 2 has limited space between the boundary and the building. The ground level between the Depot grounds and the adjacent road are significantly different and the haul road would have to be ramped. There is not sufficient space to have a ramp and vehicular egress from the ramp as the building we wish to demolish restricts access to the site by this route.

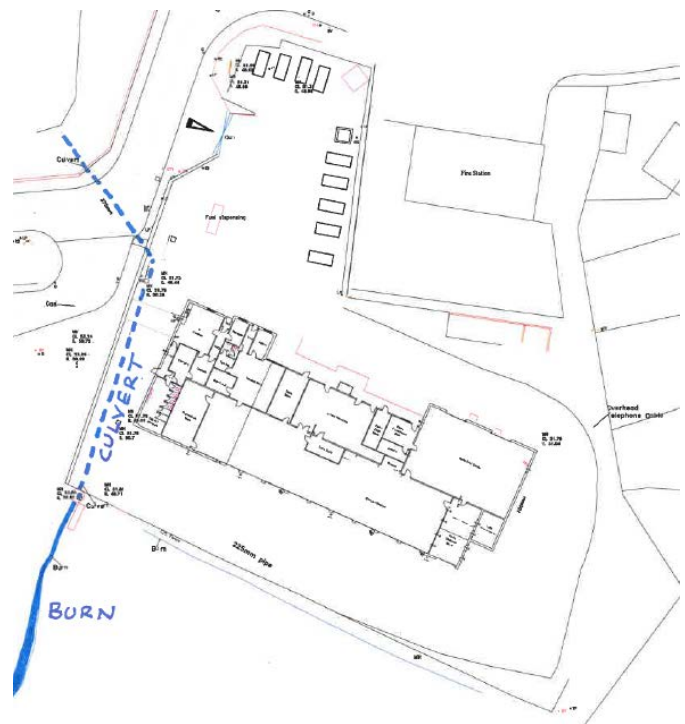


4.8 Haul road route 3 will be longer to pass the building before access into site. The ground level between the Depot grounds and the adjacent road are significantly different and the haul road would have to be ramped. It would also have to clear the two existing manholes.

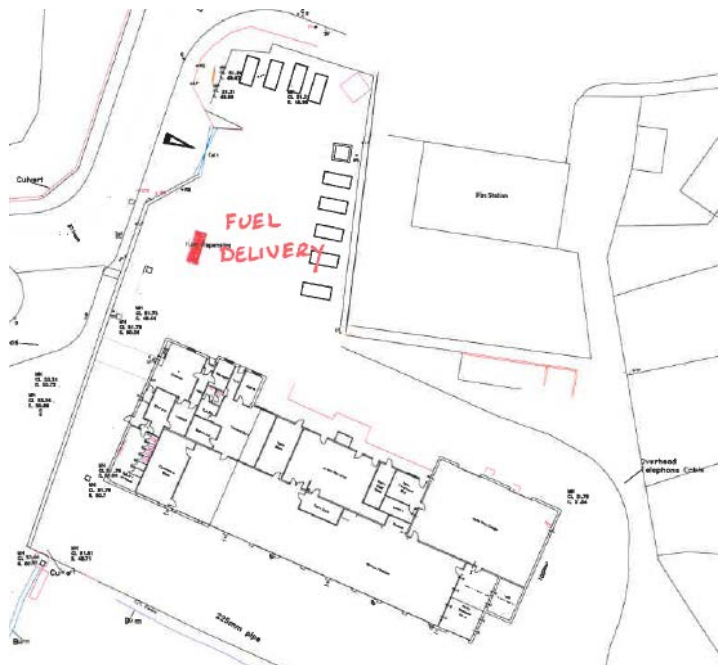
The introduction of the haul road will preclude access to the community centre car park for the duration of the works. Pedestrian access will still be possible from a separate route. Patrons to the hall will be required to park their cars on Kirn Drive. Inverclyde Leisure have been consulted on this matter and have commented that this may have repercussions on the lets during this period.



4.9 Note also that the adjacent burn is culverted at the boundary and runs under the areas being considered for the haul road. The condition of the culvert has not been established but crushing under the weight of the demolition plant and rubble removal lorries is a possibility. The haul road ramp at this location will require a reinforced concrete slab.



4.10 Note also that the redundant fuel dispensing apparatus is located within the Civic Amenity Site area and cannot be removed without closing the Amenity site.



- 4.11 The reinforced concrete ramp has not been designed to date and would require further information on the culvert and the bearing capacity of the ground each side of the culvert. The cost for construction of the haul road and the reinforced concrete ramp would be additional to the current cost estimates. It is clearly possible to construct both the haul road and the ramp but the introduction of both elements would delay the programme and contribute to significantly increased project costs.
- 4.12 It is therefore recommended that the project proceeds without the additional haul road and that access for Phase 1 is through the Civic Amenity Site. Irrespective of a haul road option, it is inevitable that the Civic Amenity Site must be closed regardless for a period of up to 3 months for necessary implementation of Phase 2. Given that a period of closure of this nature is unavoidable, the further potentially significant costs of haul road option 3 cannot be recommended for the duration only of Phase 1

For the reasons of health and safety during construction and the above impossibility of configuring the site to accommodate continued public use, it is therefore essential that the Civic Amenity Site be closed for the duration of the Phase 1 and 2 works. These works will be actively managed to minimise the period of necessary closure. There are two distinct phases and there is no means of restoring public access to the site until both are complete

- 4.13 Discussions with Officers from Environmental and Public Protection have taken place to identify any possible alternative locations in the area that might be suitable for civic amenity temporary use, even on a limited service basis in order to assist members of the public. Note that even a temporary site must comply with SEPA regulations and have suitable drainage and lighting. It can take six months from submission of an application to final issue of a certificate therefore a temporary site is not considered an option. Officers continue to explore temporary measures for the public during both phases of the project.

5.0 FINANCIAL IMPLICATIONS

5.1 Finance

There are no financial issues arising from the recommendations of this report.

6.0 CONSULTATION

6.1 Legal

There are no legal issues arising from the recommendations of this report.

6.2 Human Resources

There are no direct staffing implications in respect of the report and as such the Head of Organisational Development, HR and Communications has not been consulted.

6.3 Equalities

There are no equalities implications in this report.

6.4 Repopulation

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda.

7.0 LIST OF BACKGROUND PAPERS

None.