
Report To:	Environment & Regeneration Committee	Date:	26 August 2021
Report By:	Interim Service Director, Environment & Economic Recovery	Report No:	ENV019/21/GM
Contact Officer:	Gail MacFarlane	Contact No:	01475 715906
Subject:	Gourock Civic Amenity Sites – Options		

1.0 PURPOSE

- 1.1 The purpose of this report is to provide the Committee with updated costs and options for developing Civic Amenity facilities in Gourock.

2.0 SUMMARY

- 2.1 A report was submitted to the Environment & Regeneration Committee in October 2019 requesting that officers develop a project to convert Craigmuschat Quarry to a civic amenity site with the attendant statutory consents.
- 2.2 A subsequent report in March 2020 recommended that Kirn Drive civic amenity site be permanently relocated to Craigmuschat Quarry as a recycling only site. This was approved by Committee along with an associated £40,000 saving to be fully delivered by April 2021.
- 2.3 The project would be funded from the remaining funding within the Depot Amp and £225k was identified within the Kirn Drive CA site budget heading.
- 2.4 In addition to this £50K was set aside for the demolition of Kirn Drive depot.
- 2.5 The estimated costs of developing Craigmuschat Quarry are Option 1 £589k, which is £364k more than the available budget or Option 2 £512k, which is £287k more than the available budget.
- 2.6 Costs have been prepared for Kirn Drive development with two options identified costing £105k and £155k respectively.

3.0 RECOMMENDATIONS

- 3.1 That the Committee agree to support the Kirn Drive Option 2 as detailed in 7.0 of this report.

4.0 BACKGROUND

- 4.1 A report was presented to the Environment & Regeneration Committee in October 2019, the recommendation agreed was for officers to submit a planning application to continue use Craigmuschat Quarry as a recycling centre and to provide costed plans to operate the site on a permanent basis.
- 4.2 An update report was presented to the Environment & Regeneration Committee in March 2020 and identified that £225k was available from the Kirn Drive Depot element of the Depot AMP and £50k for the demolition of the existing Kirn Drive Depot building.
- 4.3 It was agreed to relocate Kirn Drive CA site to Craigmuschat Quarry as a recycling only site as officers believed that Craigmuschat Quarry had a number of advantages over the Kirn Drive CA site. It should be noted that this was prior to the scope of works and cost estimate being prepared for the proposed new site.

5.0 CRAIGMUSCHAT QUARRY OPTIONS

- 5.1 An update on the development of the scheme and cost for Craigmuschat was provided to the May Environment & Regeneration Committee. Officers have now concluded a Stage 2 design and costing exercise for Craigmuschat Quarry which would include extensive hard standing along with concrete bases for the site cabin / compactors and lighting and security to the fence and gates. An alarm system including CCTV and new electricity and water supplies would also be required. A cost check assessing a change from concrete hard standing to an asphalt based surface was undertaken which identified no significant difference in cost.
- 5.2 Detailed analysis of the site for the Stage 2 Report revealed the following abnormalities:
 - The existing ground drainage system was found to be broken and beyond repair, requiring complete replacement.
 - The extensive ground excavations to replace drainage and remove redundant installations required an impervious surface to the satisfaction of SEPA and foundations to take the axle load of the heavy vehicles.
 - Specialist survey of the cliff face confirmed that the face should be stabilised using a reinforcement netting system.

Two Options have been identified for Craigmuschat and detailed below.

- 5.3 **Option 1** - Stabilise the quarry walls with the installation of mesh reinforcement to the rock face at a cost of £110k.
- 5.4 The costing is estimated at £589k which is £364k more than the available funding of £225k. It should also be noted that circa £25k has been expended on surveys and feasibility work to date for this site.
- 5.5 **Option 2** - Stabilise only the rock face at the access/egress route and form a rock fall zone and install deflection fencing at the base of the rock face. The cost of the deflection fencing is less than the cost of the rock reinforcement but there is a loss of usable ground area.
- 5.6 The revised costing is estimated at £512k which is £287k more than the available funding of £225k and again circa £25k has been expended on surveys and feasibility work to date for this site.
- 5.7 It should be noted that Option 1 provides a larger operating area at 1368 m² compared with Option 2 1060 m² at due to the restrictions of moving the site away from the rock face.

6.0 KIRN DRIVE OPTIONS

- 6.1 Two Options have been identified for Kirn Drive and detailed below.
- 6.2 **Option 1** - Develop Kirn Drive retaining the existing footprint and fence off the former yard. This option also includes the construction of a concrete base for the site cabin, and installation of new water and electrical connections, along with lighting CCTV and general yard repairs.
- 6.3 This estimated cost of this option is £105k and is therefore within the original budget allocation.
- 6.4 **Option 2** - Develop Kirn Drive and increasing the footprint to include the existing site and improving traffic movement. This option also includes the construction of a concrete base for the site cabin, and installation of new water and electrical connections, along with lighting CCTV and general yard repairs.
- 6.5 This estimated cost of this option is £155k which is also within the original budget allocation.
- 6.6 Option 1 Kirn Drive has a total area of 805m² and is the smallest of all options identified. Option 2 Kirn Drive covers a total area of 3917m²
- 6.7 Both of the Kirn Drive options would require the closure of the site for the duration of the works which is estimated at between 4 to 6 months dependant on the timescales between each phase of the development. Officers have considered a temporary solution which would utilise the Craigmuschat site for the duration of the works, this could be accommodated within the available budget.
- 6.8 Site layouts are shown for each location at Appendix 1. The layouts are indicative and in terms of day to day site operation the Option 1 Craigmuschat and Option 2 Kirn Drive are similar.

7.0 OPTIONS PROS AND CONS

- 7.1 The various pros and cons for each option are included in the table below.

Craigmuschat Quarry	
Option 1	
<p>Pros</p> <ul style="list-style-type: none"> • Large purpose built site. • Allows CA site to be operational in Gourrock during development phase. • Improved vehicle access and egress. • Allows vehicle stacking over busy period. • Site proved popular when open. • Potential land sale and capital receipt for the Kirn Drive site. 	<p>Cons</p> <ul style="list-style-type: none"> • Site abnormalities mean this is the most expensive option. • Site could be subject to vandalism as it isn't overlooked.
Option 2	
<p>Pros</p> <ul style="list-style-type: none"> • Purpose built site (reduced size from Option1). • Allows CA site to be operational in Gourrock during development phase. 	<p>Cons</p> <ul style="list-style-type: none"> • Site abnormalities mean this is the second most expensive option. • Site could be subject to vandalism as it isn't overlooked.

<ul style="list-style-type: none"> • Improved vehicle access and egress. • Allows vehicle stacking over busy period. • Site proved popular when open. • Potential land sale and capital receipt for the Kirn Drive site. 	
Kirn Drive	
Option 1	
<p>Pros</p> <ul style="list-style-type: none"> • Estimated to be deliverable within current budget allocation subject to tendering. • Site is overlooked and not subject to vandalism. 	<p>Cons</p> <ul style="list-style-type: none"> • No significant improvement for users. • Access and egress to Kirn Drive remains an issue. • Traffic manoeuvrability within site unresolved. • Site needs to close during works. • Potential capital receipt lost.
Option 2	
<p>Pros</p> <ul style="list-style-type: none"> • Estimated to be deliverable within current budget allocation subject to tendering. • Improves vehicular manoeuvrability on site. • Improved footprint and larger area. • Provides more flexibility for users and future development. • Site is overlooked and not subject to vandalism. 	<p>Cons</p> <ul style="list-style-type: none"> • Access and egress to Kirn Drive remains an issue. • Site needs to close during works. • Potential capital receipt lost.

7.2 It should be noted that all of the options above include the demolition of the Kirn Drive Depot building. The contract for this was tendered in 2019 and is currently on hold due to the on-going development of options. The original allocation of £50k compared with £53k as tendered in 2019. An inflation uplift has been agreed with the contractor which would result in the current estimated cost being circa £56k depending on the conclusion of the option appraisal and ability to issue an instruction to proceed.

7.3 The Craigmuschat Quarry options would potentially free up the existing Kirn Drive Depot site for future disposal. Property Services obtained a high level valuation for the site from the District Valuer in the region of £200k. It should be noted that this is considered a high value as it assumes no site abnormalities, a high density of housing and precludes any planning and community considerations.

8.0 ZERO WASTE SCOTLAND RECYCLING IMPROVEMENT FUND

8.1 Zero Waste Scotland have announced a £70m fund through the Recycling Improvement Fund. This fund is for projects to improve services and treatment infrastructure and is split over 5 years with £16m available in year 2021.

8.2 Officers have met with Zero Waste Scotland (ZWS) to discuss bids and opportunities to identify funding to support projects. It is considered that project of this nature which would be recycling only would be within the funding scope however funding would only be made available for additionality to the current recycling position.

8.3 Indications are that there has been a high level of interest in the Recycling Improvement across Councils in Scotland so far. All Expressions of Interest will be assessed by an

Funding Assessment Panel and thereafter Zero Waste Scotland will provide support to local authorities to develop those expressions of interest that are eligible for funding into stage two applications.

- 8.4 Therefore at this stage there is no guarantee of funding, any allocated funding could also be deferred by ZWS into future years. It is anticipated that any potential funding would be limited, if awarded, for either location.

9.0 IMPLICATIONS

9.1 Finance

The recommended option can be contained in the available capital allowance and delivers the already approved £40k/annum saving.

Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Depot AMP	Kirn Drive CA Site	2018/22	£155		Original allocations with part expenditure in prior years. Budget £225k
	Feasibility Studies	2021/22	£25		Abortive Craigmuschat surveys / feasibility
	Depot Demolition		£50		

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
Refuse Collection and Civic Amenity Sites	Employee Costs	2022/23	(£15)		All options
Fleet	Fuel	2022/23	(£9.5)		
Refuse Transfer Station	Residual Waste	2022/23	(£15)		

9.2 Legal

The information contained within the report do not impact on the Council's Legal Services.

9.3 Human Resources

The proposals contained within the report have no HR implications

9.4 Equalities

Equalities

There are no direct equalities implications arising from this report.

Has an Equality Impact Assessment been carried out?

	YES
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

9.5 **Repopulation**

There are no direct repopulation implications arising from this report.

Appendix 1

Craigmuschat Quarry Option 1



Craigmuschat Quarry Option 2



Kirn Drive Option 1



Kirn Drive Option 2

