

---

<b>Report To:</b>	<b>Regeneration Committee</b>	<b>Date:</b> 27 <sup>th</sup> October 2011
<b>Report By:</b>	<b>Corporate Director Regeneration &amp; Environment/ Chief Financial Officer</b>	<b>Report No:</b> R226/11/AF
<b>Contact Officer:</b>	<b>Aubrey Fawcett</b>	<b>Contact No:</b> 01475 712762
<b>Subject:</b>	<b>Gourock Pier and Railhead Development Area - Update</b>	

---

### 1.0 PURPOSE

1.1 The purpose of this report is to update the Committee on the progress relating to discussions with Riverside Inverclyde (ri) regarding the development of the Gourock Pier and Railhead Development Area and to advise Members and seek approval relating to a revised development framework which incorporates a one-way system to Kempock Street as outlined in Appendix B.

### 2.0 SUMMARY

- 2.1 The progress of the Gourock Central Development is a key priority for the Council. Members approved the development framework as outlined in Appendix A and delegated authority to the Corporate Director Regeneration and Environment to engage ri to examine the opportunity to upgrade the proposed link road to facilitate a one way system on Kempock Street and report back in due course
- 2.2 ri progressed with the pre planning application consultation process in August 2011 and findings of the consultation are included in the extract of the Public Consultation – Interim Report attached as Appendix C. A full copy of the report is available from the Corporate Director Regeneration & Environment.
- 2.3 The report outlines and seeks approval for the revised proposed development framework incorporating the one-way system to Kempock Street. Approval is also sought to remit the funding implications to the next meeting of the Policy and Resources Committee in November 2011.

### 3.0 RECOMMENDATIONS

- 3.1 That Committee:
1. Approves the revised development framework as outlined in Section 5 and Appendix B which incorporates the one-way system to Kempock Street; and,
  2. Remits to the Policy and Resources Committee to consider the financial implications of this report

Aubrey Fawcett  
Corporate Director, Regeneration and Environment

## 4.0 BACKGROUND

- 4.1 The Regeneration Committee on the 4<sup>th</sup> July 2011 approved the development framework, see Appendix A, for the redevelopment of the Gourcock Pier and Railhead Development Area. Committee also requested that the option to provide a one way system to Kempock Street also be explored and a further report be brought back for Members consideration.
- 4.2 Members should be aware that since the last meeting ri submitted a Planning Application Notice (PAN). As part of this process they undertook pre planning application consultation event in August 2011 and findings of the consultation are included in Appendix C.
- 4.3 As part of the formal feedback process, respondents were given an opportunity to highlight any specific concerns and issues in relation to each of the four questions and in general regarding the area or the proposals. From the feedback received, the following major issues were noted:
  - Retain access to the beach for small craft (canoes/kayaks and the like) – 13 responses
  - Concern regarding congestion issues and traffic on Kempock Street – 11 responses
  - Support for a one-way “by-pass” option taking some traffic down alongside the Waterfont – 10 responses
  - Concern regarding a lack of car parking or future demand and capacity – 7 responses
  - Opposition to one-way “by-pass” – 5 responses

In general there was strong representation from both individuals and a number of organisations regarding the need to retain and develop access to the beach for the use/informal use of small craft and for members of the public. The problem of congestion and traffic flow in Kempock Street was another common theme as was support for some form of one-way or “by-pass” solution as a means to relieve traffic congestion problems. Conversely, those opposed to this proposal cited a road as being a further barrier to the waterfront, disturbance to a relatively tranquil area and a potential reduction of passing trade on Kempock Street. Concern about car parking capacity, particularly about future capacity and demand with further development in Gourcock was another strong point.

In addition to the above, a number of other points and issues were raised which included the following (in no particular order):

- Concern regarding anti-social behaviour in the evenings in Kempock Street Car Park – 1 response
- Concern regarding nuisance from litter/rubbish bins and recycling – 1 response
- General support for the proposals as realistic and appropriate for Gourcock – 2 responses
- Criticism that the proposals lacked vision and were financially tied – 2 responses
- Concern about the loss of openness and views over Pierhead to the river and the northern shore – 1 response
- Concern that retailers have too much influence – 1 response
- Further consideration should be given to improvements along Shore Street, further east – 3 responses
- Support for a pedestrian link only between Pierhead and Kempock Street Car Park – (proposals go too far) – 2 responses
- Increase in lighting levels, important to links between Kempock Street Car Park and Kempock Street – 4 responses
- Inappropriateness of the proposed visiting harbour – 2 responses

Overall, from the responses received, the largest representation made was in relation to the retention of access to the beach for the use of small craft, which was raised by a third of all respondents and just over half of those representing organisations or groups. The next major issue was regarding congestion on Kempock Street, with ten out of thirty-nine respondents expressing support for some form of one-way/“by-pass” solution and five out of thirty-nine expressing opposition to the same solution. These were the two principal issues

arising and both will be specifically addressed as part of the ongoing design development following this public consultation process.

## 5.0 DEVELOPMENT PROPOSAL

5.1 ri has prepared a revised development framework as outlined in Appendix B, this incorporates the one-way system to Kempock Street with an estimated cost, excluding the visiting harbour and leisure/commercial site, of approximately £4.7million compared to the original framework of approximately £2.3m.

5.2 The main areas of change from the previous approved development framework include:

1. New one way entrances to/from the rail station;
2. Kempock Place one way system redirected;
3. New one way carriage lanes at the eastern and western ends of Kempock Street;
4. Extended Kempock Street Car Park – additional 32 places to the western edge;
5. Lower gap site surfaced as a recycling/bin area;
6. Dedicated access for small boats and craft; and
7. Introduction of recognised car parking on South side of Kempock Street.

5.3 The issue of car parking has also been considered and the following assessment has been made:

Location	Existing Provision	Approved Framework	Change on Existing	New 'one-way' Framework	Change on Existing
Kempock St car park	200	170	-30	164	-36
Kempock St, North side	25-30	25-30	0	25-30	0
Kempock St, South side	0	0	0	25	+25
Link Road/New East bound carriageway	0	30	+30	34	+34
Network Rail Station Car Park	112	132	+20	143	+31
Leisure/Commercial Site	0	51	+51	51*	+51*
<b>Total</b>	<b>312</b>		<b>+71</b>		<b>+105</b>

\* Not included in current proposals but site has capacity to provide 51 spaces behind the Health Centre.

In comparing the existing car park provision within the Gourrock waterfront area to the approved framework there would be a net addition of 71 car parking spaces. In comparing the existing car park to the new 'one-way' framework there would be a net addition of 105 car parking spaces. Both of these scenarios account for the existing provision of 25-30 car parking spaces on the north side of Kempock Street. The addition of 25 spaces on the south side of Kempock Street is an estimate and may require revision depending on the number of loading areas required to service the retail units on Kempock Street.

5.4 In order to fund the increased costs of the new development framework, which incorporates the 'one-way' system discussions have taken place with ri's Chief Executive regarding the re-profiling of the Council's contributions to ri for the remaining lifetime of the Company thus enabling the Council to borrow up to an additional £2.5million to supplement the current £2.2million allocation. ri's Chief Executive has advised that in principle this is satisfactory subject to agreement of the detail by the ri Board. The following is therefore proposed:

1. The Council would top slice circa £200k from its allocations to ri from 2012/13, the profiles shown in Table 1 below indicate the reduced levels of funding to be provided up to 2016/17;

2. 50% from the £2.2m(Gourock) + £1m (Port Glasgow) i.e. £1.6m would count towards our original £24million;
3. ri would also count £1m from the additional (up to) £2.5m towards the £24million.

In essence our total contributions including receipts would provide for the full £24m plus an additional £3.1m (£500k Port Glasgow and £2.6m Gourock) for the 50% plus non attributable contributions to the 2 major projects which the Council considers are major priorities, see table 1 below.

<u>Year</u>	<u>Revenue</u> <u>£000</u>	<u>Capital</u> <u>£000</u>	<u>Other</u> <u>£000</u>	<u>Total</u> <u>£000</u>
To 31/03/08	1,772	700	1,878	4,350
2008/9	1,840	85	1,112	3,037
2009/10	1,513	-	-	1,513
2010/11	2,100	-	-	2,100
2011/12	2,100	-	-	2,100
2012/13	1,900*	-	-	1,900
2013/14	1,600*	-	-	1,600
2014/15	1,600*	-	-	1,600
2015/16	1,600*	-	-	1,600
2016/17	1,600*	-	-	1,600
Gourock Redevelopment	-	-	1,100	-
PG Town Centre	-	-	500	-
Gourock - 1 way system	-	-	1,000	-
	<b>17,625</b>	<b>785</b>	<b>5,590</b>	<b>24,000</b>

**.Table 1 : Proposed Contributions to ri**

\* Finance Strategy had £2.1m built in for 2012/14, £2.2m for 2014/16 and £2.3m in 2016/17.

- 5.5 Members should be aware of the intentions and expected contributions to be made by Partners to Riverside Inverclyde when the Company was established and the above proposal is not intended to remove the obligations of Scottish Government and Enterprise to meet their original commitment to Riverside Inverclyde.

## 6.0 CONCLUSION

- 6.1 It is considered that there are considerable benefits to implementing the revised development framework which incorporates the new 'one-way' system to Kempock Street including:
- Removal of 50% of traffic going through the town centre;
  - Providing a better environment for shoppers and retailers to access and service shop units in Kempock Street;
  - Regularising the storage of skips and bins to the Kempock Street car park area;
  - Improved access to the water from small boats and craft;
  - Net gain overall of 105 car parking spaces instead of 71 car parking spaces proposed in the previously approved scheme, however, 51 associated with the leisure commercial site is not included in current costed proposals, but land available.
- 6.2 It is therefore proposed that Members approve the revised development framework which incorporates the new 'one-way' system to Kempock Street at a total cost of approximately £4.7million and the financial implication of the proposals are remitted to the next Policy and Resources Committee for consideration.
- 6.3 Members should be aware that ri is progressing dialogue with land owners and should bear

in mind that negotiations can become protracted which may delay the anticipated start date in mid to late 2012 with completion in mid 2014/15. In order to expedite matters ri will progress enabling works for early commencement in Spring 2012 including new recycling area and works to the vennels between 80-98 and 74-76 Kempock Street as well as between 54-62 and 44-50 Kempock Street at an estimated cost of up to £150,000. Members should be aware that the negotiations with Network Rail are continuing.

## 7.0 CONSULTATIONS

### 7.1 Financial Implications - One Off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
Capital Programme	Gourock Transport Interchange	2011/15	£4,700,000	n/a	

### Financial Implications - Annually Recurring Costs / Savings

There will be revenue implications of maintaining the assets created/improved and these are being quantified and will be reported to a future meeting of the Committee. Clarity will be needed as to where the liability for these costs lies in the short and longer term.

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (if applicable)	Other Comments
Roads and Environmental Infrastructure*	To be identified	To be identified	To be identified	To be identified	
Economic Regeneration	Riverside Inverclyde	2013/14	(£300,000)		Savings against 2011/12 budget contribution

- Costs for maintaining roads and environmental public works are being developed and will be reported back to Committee in due course.

7.2 The Head of Legal & Democratic Services has been consulted on the proposals.

7.3 The Head of Regeneration and Planning has been consulted on the proposals.

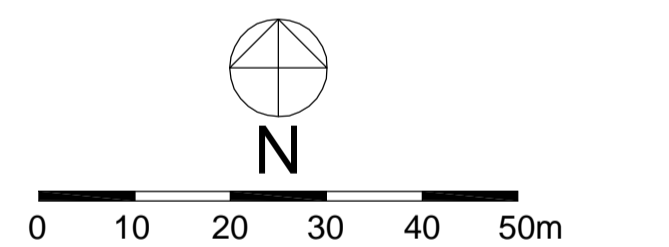
7.4 The Head of Property Assets & Facilities Management has been consulted on this report.

7.5 The Head of Environment and Commercial Services advises that the above proposals present very significant improvement to the traffic movement within Kempock Street and is to be commended.

7.6 Riverside Inverclyde has been consulted on the preparation of this paper.

**IMPORTANT**  
 The contractor will be held to have examined the site and checked all dimensions and levels before commencing construction work. Do not make assumptions - refer to the Landscape Architect. Do not scale from this drawing. If in doubt - ask!

**REVISIONS**  
 REV A 30/03/11 BM/PRM  
 INDICATIVE NETWORK RAIL OWNERSHIP BOUNDARY SHOWN.  
 REV B 25/05/11 BM/PRM  
 NETWORK RAIL OWNERSHIP BOUNDARY REVISED AND LONG TERM CAR PARK EXTENSION OMITTED.  
 REV C 01/06/11 BM/PRM  
 LAYOUT UPDATED TO INCLUDE PERMANENT PUBLIC REALM AND STATION LINK.



**Hirst**  
 LANDSCAPE ARCHITECTS  
 18 ROYAL TERRACE, GLASGOW, G3 7NY T: 0141-332-0292  
 F: 0141-332-2058 E: info@hirsts.co.uk W: www.hirsts.co.uk

Issue for **INFORMATION**

Project  
**GOUROCK PUBLIC REALM**

Title  
**ADVANCE PUBLIC REALM WORKS  
 AERIAL PHOTOMONTAGE**

Client  
**RIVERSIDE INVERCLYDE**

Drawn BM	Checked PRM
Scale NTS	Date 25/03/11

Job No 1194	Drawing No 31	Revision C
----------------	------------------	---------------

APPENDIX B

**IMPORTANT**  
The contractor will be held to have examined the site and checked all dimensions and levels before commencing construction work. Do not make assumptions - refer to the Landscape Architect. Do not scale from this drawing. If in doubt - ask!

**REVISIONS**  
REV A - 19/08/11 - RCG/SJH  
DWG UPDATED TO REFLECT ENGINEER'S & INVERCLYDE COUNCIL'S COMMENTS.  
REV B - 22/08/11 - BM/PRM  
DWG UPDATED TO REFLECT ENGINEER'S COMMENTS (22/08/11).  
REV C - 23/08/11 - BM/PRM  
BUDGET COST SUMMARY SHOWN.  
REV D 20/09/11 BM/PRM  
DRAWING UPDATED TO INCORPORATE IC COMMENTS (25/08/11). ACCESS TO STATION RELOCATED FURTHER EAST SIGNALISED JUNCTION AT SHORE STREET/KEMPOCK STREET REMOVED. NR CAR PARK RECONFIGURED, BEACH ACCESS ADDED, POTENTIAL EXTENDED CAR PARKING ZONE INDICATED.  
REV E - 22/09/11 - BM/PRM  
LAYOUT AMENDED FOLLOWING COMMENTS FROM FAIRHURST - JUNCTION TO STATION EXIT AND JUNCTION TO SOUTHWEST CORNER ADJUSTED.  
REV F 05/10/11 BM/PRM  
POTENTIAL EXTENDED PARKING ZONE INDICATED, BUDGET COST SUMMARY SHOWN.  
REV G 06/10/11 BM/PRM  
MARINA SHOWN, ADDITIONAL SLIP ROAD AT EAST JUNCTION ADDED. CAR PARK EXTENSION COLOURED AND POSSIBLE ADVANCED WORKS AREA NOTED - ALL PER CLIENT'S INSTRUCTIONS.

CAR PARKING SUMMARY		
LOCATION	EXISTING	PROPOSED
KEMPOCK STREET CAR PARK	200	164
KEMPOCK STREET (NORTH SIDE)	25-30	25-30
KEMPOCK STREET (SOUTH SIDE)	-	25
NEW EAST BOUND CARRIAGEWAY ON STREET PARKING	-	34
NEW RAIL STATION CAR PARK*	112	143
<b>TOTAL PROJECTED PROVISION</b>	<b>337-342</b>	<b>391-396</b>

\*PER EXISTING PLANNING APPROVAL

BUDGET COST SUMMARY	
AREA	COST
1.01	£148,000
1.02	£405,000
1.03	£100,000
1.04	£20,000
2	£1,240,000
3	£405,000
4	£975,000
PRELIMINARIES	10%
CONTINGENCIES	10%
DESIGN FEES	£650,000
INFLATION	£50,000
<b>TOTAL</b>	<b>£4,660,000</b>

ALLOW FOR GENERAL ACCESS ZONE BENEATH BLOCKS TO ROAD BUILD UP SPEC. WITH BOLLARDS ETC.

ACCESS POINT FOR THE USE OF SMALL BOATS/CANOES AND PUBLIC TO THE BEACH AND WATER. ALLOW FOR 150mm THICK GROUND BEARING SLAB ON COMPACTED GRANULAR MATERIAL WITH SOME RETENTION EITHER SIDE.

POTENTIAL EXTENDED CAR PARKING ZONE. REFER TO FAIRHURST DWG No 87097/7202 (APPROX 32 SPACES)

NB. INCLUDE FOR DWARF GABION WALL AND PLANTED EDGE IN COST PLAN



RAISED PLANTER TO HEIGHT OF DWARF WALL WITH SHRUB PLANTING. ALLOW FOR 20 No TREES (PROVISIONAL ONLY)

RECYCLING POINT

NEW RETAINING WALL APPROX 0-2.5m HIGH TO REPLACE EXISTING

1.03

1.02

1.01

1.04

SURFACE LEVEL NIBS APPLIED TO ROAD SURFACE E.G. MARKON IMPRINTS

STUDS/ROAD MARKINGS TO DELINEATE TEMPORARY CAR PARKING/LOADING ZONES (APPROX CAPACITY 25 SPACES).

EXISTING ROAD WIDTH RETAINED TO ALLOW FOR LOADING AND STOPPING.

EXISTING BUS STOP

GAP SITE SURFACED FOR USE AS BIN STORE - ASPHALT SURFACE ROAD CONSTRUCTION - 2.4m HIGH SCREEN FENCING - ACCESS ROUTE IN WITH GATES - ALLOWANCE FOR DRAINAGE

EXISTING ON STREET PARKING ON KEMPOCK STREET RETAINED (APPROX 25-30 SPACES)

MARKON IMPRINT FOR SURFACE LEVEL NIBS

NB. JUNCTION NOT SIGNALISED

EXISTING CROSSING RETAINED

ALLOW FOR SCREEN PLANTING AROUND NEW CAR PARK

AREA OF POSSIBLE ADVANCED WORKS SUBJECT TO NETWORK RAIL AGREEMENT

**Hirst**  
LANDSCAPE ARCHITECTS

18 ROYAL TERRACE, GLASGOW, G3 7NY T: 0141-332-0292  
F: 0141-332-2058 E: info@hirsts.co.uk W: www.hirsts.co.uk

Issue for **INFORMATION**

Project **GOUROCK WATERFRONT**

Title **SPLIT CARRIAGEWAY OPTION SKETCH DESIGN**

Client **RIVERSIDE INVERCLYDE**

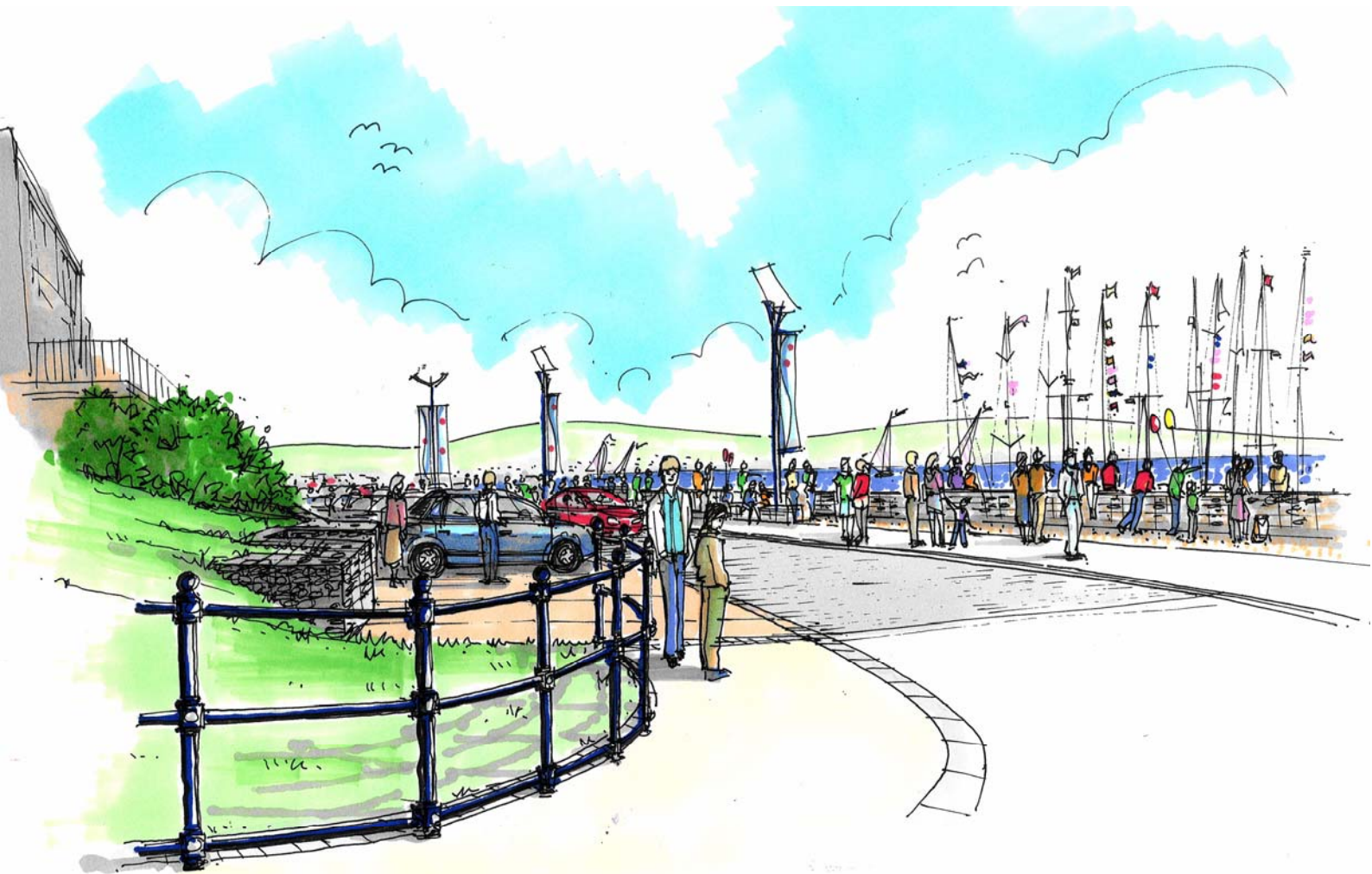
Drawn **BM** Checked **PRM**  
Scale **1:500@A1** Date **05/08/11**

Job No **1194** Drawing No **40** Revision **G**

# APPENDIX C

## RIVERSIDE INVERCLYDE - GOUROCK WATERFRONT PROPOSED PUBLIC REALM IMPROVEMENTS

### PUBLIC CONSULTATION - INTERIM REPORT



20 September 2011



## RIVERSIDE INVERCLYDE - GOUROCK WATERFRONT PROPOSED PUBLIC REALM IMPROVEMENTS PUBLIC CONSULTATION - INTERIM REPORT

### Introduction

The following is an Initial Report on the response received following the public consultation event held at the Gamble Halls in Gourock on the evening of Tuesday 16 August 2011 and the concurrent exhibition of the proposals held at Gourock Library between 15 August and 2 September 2011. The exhibition information was also available to view on Riverside Inverclyde's website.

The consultation event and exhibition was advertised in advance in the Greenock Telegraph (article published 2 August 2011, advert published 4 August 2011). A letterbox drop of flyers advertising the event was also carried out by Riverside Inverclyde to all addresses on Kempock Street. Flyers were also displayed at Gourock Railway Station for the benefit of users of the Network Rail Car Park (refer to Appendix 1). In addition, representatives of Riverside Inverclyde met with both Gourock Community Council and Cardwell Bay Community Council prior to the public consultation to outline the current proposals and advise them of the consultation.

### Consultation Attendance and Response

For the manned event at the Gamble Hall ninety-five members of the public attended and were able to ask questions or discuss the proposals with representatives of Riverside Inverclyde and members of the Design Team. All but four members of the public signed an Attendance Register for the event. Feedback forms were made available to members of the public at the manned event, at the Gourock Library exhibition and were also available to download from Riverside Inverclyde's website. Following the closure of the exhibition at Gourock Library on Friday 2 September, a total of thirty-nine written responses and completed feedback forms were received as follows:

- 29 completed feedback forms from private individuals
- 7 completed feedback forms on behalf of organisations or groups
- 3 individuals returned comments on aspects of the proposals without using the feedback form provided.

18 Royal Terrace Glasgow G3 7NY

T +44 (0)141 332 0292  
E [info@hirsts.co.uk](mailto:info@hirsts.co.uk)  
W [www.hirsts.co.uk](http://www.hirsts.co.uk)

## Organisations

Feedback forms for written comments on the proposals were received from the following local organisations (in no particular order);

- Shore Street Traders Association
- Kempock Traders Forum
- Inverclyde Local Access Forum
- Inverclyde Local Access Forum (Watersports Rep)
- Gourock Community Council (Secretary)
- Scottish Coastal Rowing Association (Secretary)
- Royal West of Scotland Amateur Boat Club (Convenor)
- Scottish Canoe Association (Board Member)

## Feedback to Individual Questions

The following responses were noted to the four principal questions listed on the feedback forms.

*Q1. Do you agree with the proposals to form a new pedestrian and vehicular link between Kempock Street and Pierhead?*

Yes - 26 responses;

No – 7 responses;

Undecided/Neither for or Against- 2 responses;

Nil responses - 4

*Q2. Do you agree with the proposal to improve the public realm and pedestrian access to the waterfront at Pierhead and improve the public realm around and into the railway station?*

Yes – 29 responses

No – 5 responses

Undecided/Neither for or Against – 1 response

Nil response – 4

*Q3. Do you agree with the proposal to improve the pedestrian environment to the Kempock Car Park Properties and improve the pedestrian links between the Car Park and Kempock Street?*

Yes – 32 responses

No – 3 responses

Undecided/Neither for or Against – 2 responses

Nil response – 4

*Q4. Do you think the proposals will improve the quality of the environment along this section of Gourock's Waterfront?*

Yes – 27 responses

No – 5 responses

Undecided/Neither for or Against – 1 response

Nil response – 4

The responses received indicate a strong agreement with the proposals presented from those who responded.

## Specific Issues Emerging from the Consultation Process

As part of the formal feedback process, respondents were given an opportunity to highlight any specific concerns and issues in relation to each of the four questions and in general regarding the area or the proposals. From the feedback received, the following major issues were noted.

- Retain access to the beach for small craft (canoes/kayaks and the like) – 13 responses
- Concern regarding congestion issues and traffic on Kempock Street – 11 responses
- Support for a one-way “by-pass” option taking some traffic down alongside the waterfront – 10 responses
- Concern regarding a lack of car parking or future demand and capacity – 7 responses
- Opposition to one-way “by-pass” – 5 responses

In general there was strong representation from both individuals and a number of organisations regarding the need to retain and develop access to the beach for the use/informal use of small craft and for members of the public. The problem of congestion and traffic flow in Kempock Street was another common theme as was support for some form of one-way or “by-pass” solution as a means to relieve traffic congestion problems. Conversely, those opposed to this proposal cited a road as being a further barrier to the waterfront, disturbance to a relatively tranquil area and a potential reduction of passing trade on Kempock Street. Concern about car parking capacity, particularly about future capacity and demand with further development in Gourock was another strong point.

In addition to the above, a number of other points and issues were raised which included the following (in no particular order)

- Concern regarding anti-social behaviour in the evenings in Kempock Street Car Park – 1 response
- Concern regarding nuisance from litter/rubbish bins and recycling – 1 response
- General support for the proposals as realistic and appropriate for Gourock – 2 responses
- Criticism that the proposals lacked vision and were financially tied – 2 responses
- Concern about the loss of openness and views over Pierhead to the river and the northern shore – 1 response
- Concern that retailers have too much influence – 1 response
- Further consideration should be given to improvements along Shore Street, further east – 3 responses

- Support for a pedestrian link only between Pierhead and Kempock Street Car Park – (proposals go too far) – 2 responses
- Increase in lighting levels, important to links between Kempock Street Car Park and Kempock Street – 4 responses
- Inappropriateness of the proposed visiting harbour – 2 responses

## **Conclusion**

From the responses received, the largest representation made was in relation to the retention of access to the beach for the use of small craft, which was raised by a third of all respondents and just over half of those representing organisations or groups. The next major issue was regarding congestion on Kempock Street, with just over a quarter expressing support for some form of one-way/"by-pass" solution and half as many again expressing opposition to the same solution. These were the two principal issues arising and both will be specifically addressed as part of the ongoing design development following this public consultation process. A full list of responses received is attached for information (refer Appendix 2).

Paul R Miller  
*Hirst Landscape Architects*  
20 September 2011