
Report To: Environment & Regeneration Committee **Date:** 1 May 2014

Report By: Acting Corporate Director Environment, Regeneration and Resources **Report No:** R323/14/AP/AG

Contact Officer: Andrew Gerrard **Contact No:** 01475 712456

Subject: Dalrymple House – Demolition and Formation of Car Park

1.0 PURPOSE

- 1.1 The purpose of the report is to advise the Committee of the proposal to demolish Dalrymple House following its closure and to utilise the site as a car park.

2.0 SUMMARY

- 2.1 Dalrymple House will become surplus to the requirements of CHCP in September 2014 following the opening of the new CHCP Headquarters in Clyde Square.
- 2.2 The Council has no other use for the building, which is in poor condition and it was intended to dispose of it. In discussions in respect of the Parking Strategy the possibility of utilising the site as a car park was raised. Following discussions it is considered that this would improve the provision of long term (£1 per day) spaces within Greenock Town Centre.
- 2.3 Various options were considered for the site, including marketing the site and forming a temporary car park. The Corporate Management Team considered the options and decided, given the need to ensure the viability of the town centre and the need for car parking that a permanent car park was the best option.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Committee approve the demolition of Dalrymple House and the creation of a permanent car park (Option 4) and the funding route identified in paragraph 6.1.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 Dalrymple House will become surplus to the requirements of CHCP in September 2014 following the opening of the new CHCP Headquarters in Clyde Square. The Council has no other use for the building, which is in poor condition and it was originally intended to dispose of it. In discussions in respect of the Parking Strategy the possibility of utilising the site as a car park was raised particularly in the context of the delays in procuring the King St car park which had 64 spaces.
- 4.2 The Parking Strategy contains good provision for short stay (up to two hour) parking however there is less provision to meet the demand for longer stays or all day parking with only 175 spaces provided in designated £1 per day all day car parks. The Dalrymple House site could provide 63 spaces for all day parking in a location convenient for the town centre.
- 4.3 A car park on the site of Dalrymple House can be safely accessed from Dalrymple Street using a dropped kerb footway crossing equidistant from the junctions of Roslin Street and Laird Street. The road markings on Dalrymple Street would need to be altered to extend the right turn storage lane at Laird Street to beyond Roslin Street, to help right turners enter the car park. This would necessitate the promotion of a traffic order to remove on street parking and introduce double yellow lines on both sides of the road along the length of the extended right turn storage lane.
- 4.4 The land on which Dalrymple House stands is owned by the Council. Therefore, the ability of the Council to enforce time limits or charges for parking requires only the inclusion of the car park into the Council's list of car parks by the promotion of a traffic regulation order. Traffic regulation orders are open to public objection and can take 9 – 12 months to promote. Steps to begin consultation on the necessary orders could not begin until after the Greenock Town Centre Parking Strategy Public Hearing has reported.

5.0 OPTIONS

5.1 Options were considered as follows

- Option 1 – Market the site as it is, with the building remaining This would be unlikely to produce any market interest. The building is in poor condition and would require significant renovation work. Demolition will be fairly expensive, given the proximity of other buildings and the location directly on a main road.
- Option 2 - Demolish the building and market the cleared site This would be more likely to attract interest, however in the current market and given the estimated cost of demolition the receipt may not be sufficient to cover the cost of demolition.
- Option 3 - Demolish the building and create a temporary car park. This would provide additional car parking at the start of the new parking regime but would allow both option 2 and option 4 to be reconsidered at a future date.
- Option 4 – Demolish the building and create a permanent car park. This would provide additional car parking at only slightly greater cost than option 3 but would mean it would be less likely that the car park use would be discontinued in future.

The options were considered by the Corporate Management Team. Given that there is likely to be a continuing and increasing demand for car parking in the town centre it was agreed that option 4 a permanent car park was the best option.

6.0 FINANCIAL IMPLICATIONS

6.1 Costs have been prepared for both demolition of the building and separately for the formation of the car park. Funding for the demolition would be contained within the Asset Management Plan Funding Model. Funding for the formation of the car park would require to be funded by a combination of Prudential funding from the net income generated and the Parking Strategy earmarked reserve. Costs are estimated as follows:

Demolition of existing building	£270,000
Formation of Permanent Car Park	£157,000

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Asset Management Plan	Demolitions	2014/15	270		
Parking Strategy Earmarked Reserve/Prudential Borrowing	Car Parks	2014/16	157		

The car park would incur some revenue costs from Rates, water charges, electricity and maintenance. These would be offset by income from the parking charges. It is assumed that supervision of the car park will be provided from resources already allocated to the Parking Strategy.

Cost Centre	Budget Heading	With Effect From	Annual Net Impact	Virement From	Other Comments
Car Parks	Property costs	2015/16	5		Property costs
Car Parks	Income	2015/16	(15)		Based on each space being occupied once per day five days per week
Car Parks	Loan Charges	2015/16	12		Cost of Prudential Borrowing on £157,000

7.0 CONSULTATION

7.1 The Head of Finance has been consulted and is in agreement with the recommendations.

7.2 There are no HR implications and therefore the Acting Head of Organisational Development HR and Communications has not been consulted.

7.3 The Head of Environmental and Commercial Services has been consulted and is in agreement with the recommendations.

7.4 The Interim Chief Executive of Riverside Inverclyde has been consulted and commented The provision of temporary car park will afford extra parking capacity within the town centre as the DPE Scheme is introduced thus enabling greater opportunity for

customers and staff from local businesses to park closer to town centre premises and should assist in increasing retail activity locally.

7.5 The Corporate Management Team considered the options and are in agreement with the recommendations.

8.0 EQUALITIES

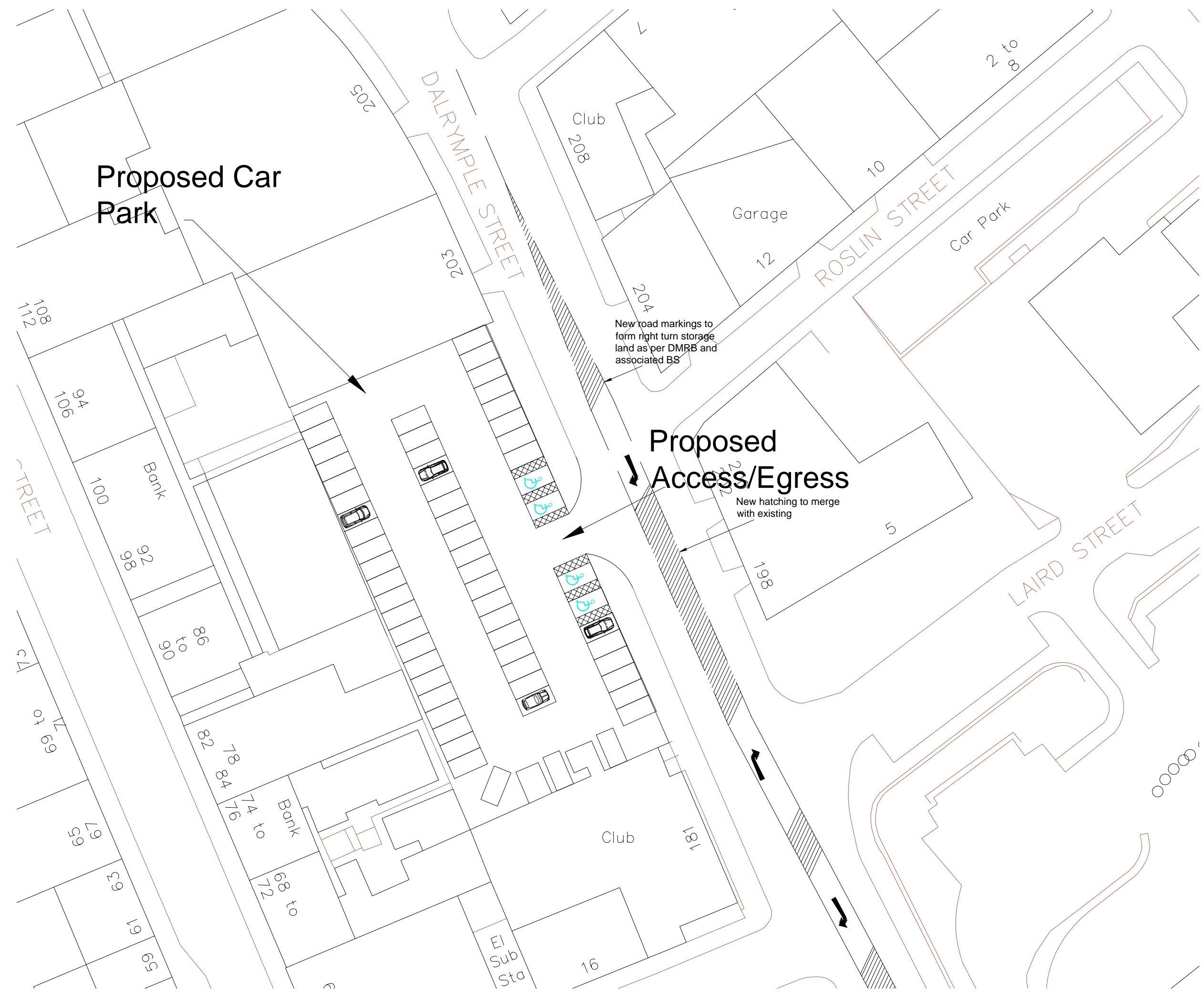
8.1 An appropriate number of disabled spaces will be included in the proposed car park.

9.0 REPOPULATION

9.1 The provision of additional car parking will assist in increasing retail activity and making the town centre a more attractive shopping destination and therefore Inverclyde a more desirable place to live.

10.0 LIST OF BACKGROUND PAPERS


10.1 None.



Inverclyde
council

REGENERATION AND ENVIRONMENT
Andrew M Gerrard B.Sc., F.R.I.C.S.
Head of Property Assets and Facilities Management

1 Aberfoyle Road,
Greenock,
PA15 3DE



Client:

Project:
Dalrymple House
Demolition
& Reinstatement

Project No:	
13/112f	
Dwg No:	Rev:
702	

Drawing Title:
Proposed Site
Layout

Status:
report

Drawn: S. McIntyre	Date: Jan '14
Checked:	A3 Scale: 1:500