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<b>Report To:</b>	<b>Environment and Regeneration Committee</b>	<b>Date:</b>	<b>28<sup>th</sup> April 2016</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>ENV/010/16/AF</b>
<b>Contact Officer:</b>	<b>Aubrey Fawcett</b>	<b>Contact No:</b>	<b>Ext. 2762</b>
<b>Subject:</b>	<b>Town and Village Centres – Environmental Improvements</b>		

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## 1.0 PURPOSE

- 1.1 The purpose of this report is to provide Members of the Committee with details of the recent feasibility into proposed environmental improvements within Town & Village Centres across Inverclyde and consider the extent of funds to be disbursed across the town/village centres.

## 2.0 SUMMARY

- 2.1 Members will be aware that Council approved an initial allocation of £300,000 in the February 2015 Budget meeting. In addition, the MBWG asked that work be undertaken to identify possible environmental improvements and a report brought back to the MBWG meeting on 7<sup>th</sup> December 2015 for further consideration, including the possible increase in the use of free reserves. Thereafter, Inverclyde Council approved at the Budget Meeting on 10<sup>th</sup> March 2016 a further £200,000 of earmarked reserves for this project.
- 2.2 Members will also be aware that the Environment and Regeneration Committee approved the appointment of consultants to undertake feasibility study on 30<sup>th</sup> April 2015. Following on from this Ironside Farrar, Chartered Landscape Architects, prepared proposals for consideration by MBWG on 7<sup>th</sup> December 2015 and for today's Committee.
- 2.3 The proposals include a range of environmental improvements and environmental interventions across the Inverclyde town and village centres with a total cost in excess of £2m. It is intended that consultation be undertaken with the relevant Community Councils or the recently established Town Centre Regeneration forums in Greenock, Gourock and Port Glasgow prior to undertaking works.
- 2.4 The report proposes that free reserves are used to fund projects as outlined in Table 1 at paragraph 5.3.

## 3.0 RECOMMENDATION

- 3.1 It is recommended that Committee:
- approves the range of projects outlined in Table 1 at paragraph 5.3;
  - delegates authority to the Corporate Director Environment, Regeneration & Resources:
    - to engage Riverside Inverclyde as delivery agent on behalf of the Council as outlined in paragraph 5.4; and,
    - to consult relevant Community Councils or the recently established Town Centre Regeneration forums in Greenock, Gourock and Port Glasgow prior to undertaking works.

## 4.0 BACKGROUND

- 4.1 Members will be aware that £300,000 was approved by Council in February 2015 to establish a Town and Village Centre Environmental Improvement Fund and that details of how the fund would operate be reported back to the Environment and Regeneration Committee in due course.
- 4.2 Ironside Farrar, Chartered Landscape Architects were commissioned earlier this year to undertake feasibility study into a range of environmental interventions within the town and village centres of Inverclyde which would enhance the local environs and assist in the regeneration of Inverclyde.
- 4.3 Members will also be aware that a number of previous initiatives have been funded by the Council and the Government's Town Centre Regeneration Fund and delivered through Riverside Inverclyde, within Greenock, Port Glasgow and Greenock Town Centres e.g. new gateway features, sculptures and landscaping works.

## 5.0 PROPOSALS

- 5.1 Each of the 7 Town Centres across Inverclyde is different. These differences are in many instances positive and should be built upon whilst addressing the negatives and/or constraints within each centre. The initial assessment of centres has included – in advance of local engagement – a visit and site inspection to provide an overview of areas / sites and potential project needs within each centre. The following 'themes' have emerged and it is proposed to build on this and extend thinking through local engagement. The key themes are:

- Gateways**

Town Centres need to be promoted positively and development of Town Gateways offers a strong visual message, often supported by signage, around the place-qualities of a town and its attractions.

- Path Networks and Connections**

Well connected places with good safe access are important in all settlements. Developing pedestrian and cycle connections improves access and mobility and ensures safe crossing of roads and connections with public transport.

- Public Art and Flora Displays**

Public arts or other visual references (flora displays / planting / Town in Bloom) can enhance a place and be combined with gateways and other arrival point detailing to enhance place appeal.

- Local Centres**

Local Centres within both Town Centres and in main residential neighbourhoods often need investment to allow better use; address and reconcile conflicts (access / parking/ landscape amenity / lighting) and build a stronger sense of place.

- Squares, Parks and Greenspaces**

Public realm spaces are important to local communities. These may be squares, parks, green network routes or incidental spaces and include for a wide variety of use and activity. Ensuring spaces positively contribute to the community may require new facilities; lighting; civic enhancement.

- Interpretation and Heritage**

All the settlements have a detailed and interesting history. The story of each town is important and strengthening the narrative with signs, statues, interpretation, key building floodlighting and other place enhancement can make a strong contribution to place enhancement.

- 5.2 The Consultant has developed a range of proposals as follows for each of the town and village centres and these are outlined in the table in the attached Consultant's report. In addition, the Consultants have suggested non-specific allocations in relation to community spend budgets for each of the town/village centres, shop front improvements, general street improvements, building illumination, signage and study into redundant buildings.

5.3 It is proposed that the following projects are funded from free reserves or included within emerging Town Centre Forum Action Plans:

**Table 1**

Town/Village Centre	Project**	Amount funded from Free Reserves Incl fees	To be included in Regen Forum Action Plan
Wemyss Bay	WB1: West of Shore Street Community Spend	£56,000 £10,000	
Inverkip	IK3: Village Centre Project Community Spend	£49,500 £10,000	
Gourock	Go3: Shore Street Gardens Community Spend Go2: Outdoor Pool External Go1: Kempock Place Gardens	£30,000 £15,000	£240,000 £180,000
Greenock	Gr1: West Blackhall Street/Laird Street link to GOT Community Spend Gr2: West Stewart Street Underpass Gr3: Station Avenue Redundant Buildings	£66,000 £20,000	£276,500 £159,000 £150,000
Port Glasgow	PG3: Fore Street Car Park Community Spend PG2: John Wood Street PG1: Port Glasgow Trunk Road	£11,000 £15,000	£17,500 £81,000
Kilmacolm	Ki1: Village Centre Project Community Spend	£48,000 £10,000	
Quarrier's Village	QV2: Village Centre Project Community Spend	£10,500 £10,000	
Shop Front Improvements*		£75,000	
General Street Improvements*		£10,000	
Building Illumination*		£15,000	
Signage*		£25,000	
Study of redundant buildings*		£14,000	
<b>Total</b>		<b>£500,000</b>	<b>£1,104,000</b>

\* Non location specific

\*\* The following projects have not been included at this stage but held in reserve: WB2 East Shore St, Wemyss Bay £47k; IK1&2 Gateways £128k; PG4 Boglestone Roundabout £44k; Ki2 Cycle Connections £16k; and, QV1 River Gryfe Viewpoint £11k.

5.4 It is also proposed to engage Riverside Inverclyde as delivery agent for all works (except Shop Front Improvements) and to appoint landscape architects from ri Consultancy Framework with a total fee of circa 10%, which will be charged against individual projects. The Shop Front Improvements will be administered by the Council's Economic Development Team.

## 6.0 IMPLICATIONS

### Finance

#### 6.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Frees Reserves			500		

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (if Applicable)	Other Comments
Contained within Pressures			25		

### Legal

6.2 There are no legal implications arising from this report.

### Human Resources

6.3 There are no HR implications arising from this report.

### Equalities

6.4 There are no equalities implications arising from this report.

### Repopulation

6.5 These projects contribute to the ongoing regeneration of Inverclyde and therefore should assist in attracting people to live in the area.

## 7.0 CONSULTATIONS

7.1 Riverside Inverclyde has been consulted in the preparation of this report and once the extent of funding available and projects have been identified consultation will be undertaken with the relevant Community Councils or the recently established Town Centre Regeneration Forums in Greenock, Gourock and Port Glasgow.

## 8.0 LIST OF BACKGROUND PAPERS

8.1 None.

Inverclyde  
council



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RIVERSIDE INVERCLYDE  
INVERCLYDE TOWN CENTRE ENVIRONMENTAL IMPROVEMENTS REPORT  
FINAL

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# 1.0 INTRODUCTION & APPROACH

Inverclyde Council are seeking to develop a strong portfolio of Town Centre Enhancement Projects that support sustainable economic growth, local place making, and area regeneration in accordance with the Scottish Town Centre's First policy.

Inverclyde Council and Riverside Inverclyde are working together to deliver area regeneration across Inverclyde and with an important focus on building capacity within communities through local engagement and shared initiatives.

The Council have commissioned this Scoping Study to review potential areas of opportunity within each of the 7 Town Centres as a basis for wider engagement and consultation.

The study will be developed through local engagement to select and prioritise projects and it is hoped can be advanced through a rolling programme of investment in 2016-2017.

Inverclyde's key opportunities for sustainable and inclusive growth correctly has a strong focus on the promotion and enhancement of the existing Town Centres and securing and extending current levels of economic activity that can support investment, employment, place-making and the appeal of local centres.

A programme is being developed for investment in Town Centres that includes:

- Greenock
- Port Glasgow
- Gourock
- Inverkip
- Wemyss Bay
- Kilmacolm
- Quarriers Village

Engagement with local communities will be an important part of the process. Inverclyde council for the larger centres has promoted a charrette (design workshop) approach to allow communities to participate in shaping each towns vision and prioritising local project delivery.





Gourock

Greenock

**Port Glasgow**

Inverkip

Wemyss Bay

Kilmacolm

**Quarrier's Village**



# 2.0 PLACEMAKING OBJECTIVES



The six qualities of successful places:  
Key considerations for street design

Accessibility	Health & wellbeing	Ability to evolve and adapt
<p><b>Street design should</b> support the health and wellbeing of all people, including those with physical and mental health conditions.</p> <p><b>Street design should</b> be designed to support the health and wellbeing of all people, including those with physical and mental health conditions.</p>	<p><b>Street design should</b> be designed to support the health and wellbeing of all people, including those with physical and mental health conditions.</p> <p><b>Street design should</b> be designed to support the health and wellbeing of all people, including those with physical and mental health conditions.</p>	<p><b>Street design should</b> be designed to support the health and wellbeing of all people, including those with physical and mental health conditions.</p> <p><b>Street design should</b> be designed to support the health and wellbeing of all people, including those with physical and mental health conditions.</p>
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Inverclyde Council are seeking to maximise the benefits of investment and promote 'place-making' as an important element of economic development. Securing a stronger sense of place, quality of architecture and urban design can assist economic development. The Scottish Government Policy Creating Places highlights the key role of urban design in improving the quality of life for the people of Scotland. The key challenges for creating a high quality built environment are to:

- create successful, thriving and sustainable places and communities
- deliver well-designed public buildings which are more sustainable and deliver real value to communities and value for money for investors
- improve understanding of the value of quality place-making through education, skills and advocacy

The Council through urban design, engagement and investment are keen to promote the distinctiveness and special qualities of each settlement and look to build confidence and a greater commitment to Town Centres across Inverclyde.

# KEY THEMES 3.0

Each of the 7 Town Centres across Inverclyde is different. These differences are in many instances positive and should be built upon whilst addressing the negatives and/or constraints within each centre. The initial assessment has included – in advance of local engagement – a visit and site inspection to provide an overview of areas / sites and potential project needs. The following ‘themes’ have emerged and it is proposed to build on this and extend thinking through local engagement. The key themes are:

- Gateways  
Town Centres need to be positively promoted as development of Town Gateways offers a strong visual message, often supported by signage, around the place-qualities of a town and its attractions.
- Path Networks and Connections  
Well connected place with good safe access is important in all settlements. Developing pedestrian and cycle connections improves access and mobility and ensures safe crossing of roads and connections with public transport.
- Public Art and Flora Displays  
Public arts or other visual references (flora displays / planting / Town in Bloom) can enhance a place and be combined with gateways and other arrival point detailing to enhance place appeal.
- Local Centres  
Local Centres within Town Centres and in main residential neighbourhoods often need investment to allow better use; address and reconcile conflicts (access / parking/ landscape amenity / lighting) and build a stronger sense of place.
- Squares, Parks and Greenspaces  
Public realm spaces are important to local communities. These may be squares; parks, green network routes or incidental spaces and should include for a wide variety of use and activity. Ensuring spaces positively contribute to the community may require new facilities; lighting; civic enhancement.
- Interpretation and Heritage  
All the settlements have a detailed and interesting history. The story of each town is important and strengthening the narrative with signs, statues, interpretation; key building floodlighting and other place enhancement can make a strong contribution to place.

# 4.1 WEMYSS BAY

Wemyss Bay is the port for ferries to Rothesay on the Isle of Bute. Passengers from the island can connect to Glasgow by trains, which terminate in the village at the remarkable Wemyss Bay railway station, noted for its architectural qualities and regarded as one of Scotland's finest railway buildings. The port is very exposed, so in high winds the ferries must travel up river to Gourock to dock. The ferry port is a short walking distance from the caravan park.



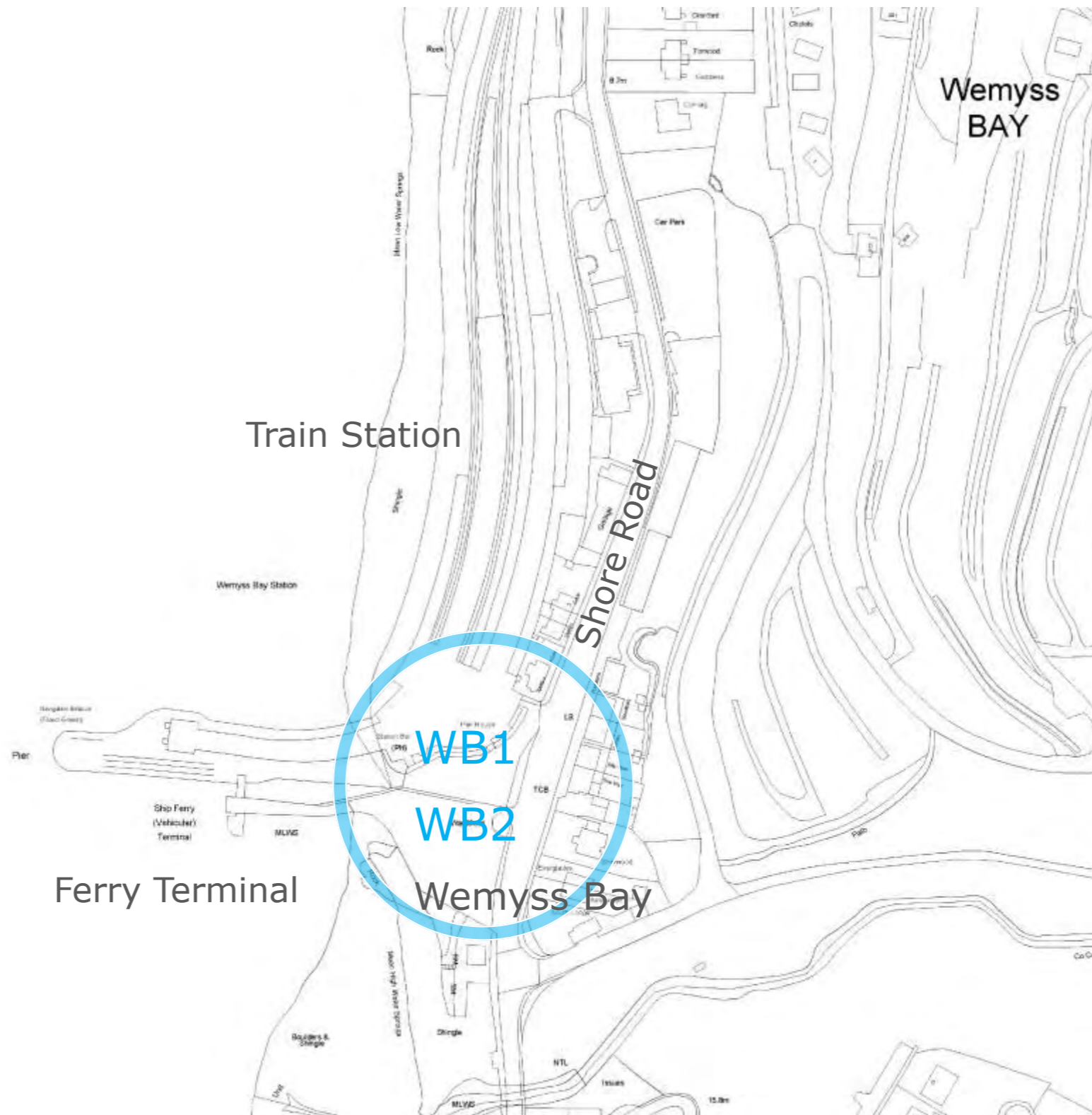






# 4.1

## WEMYSS BAY



## WEMYSS BAY

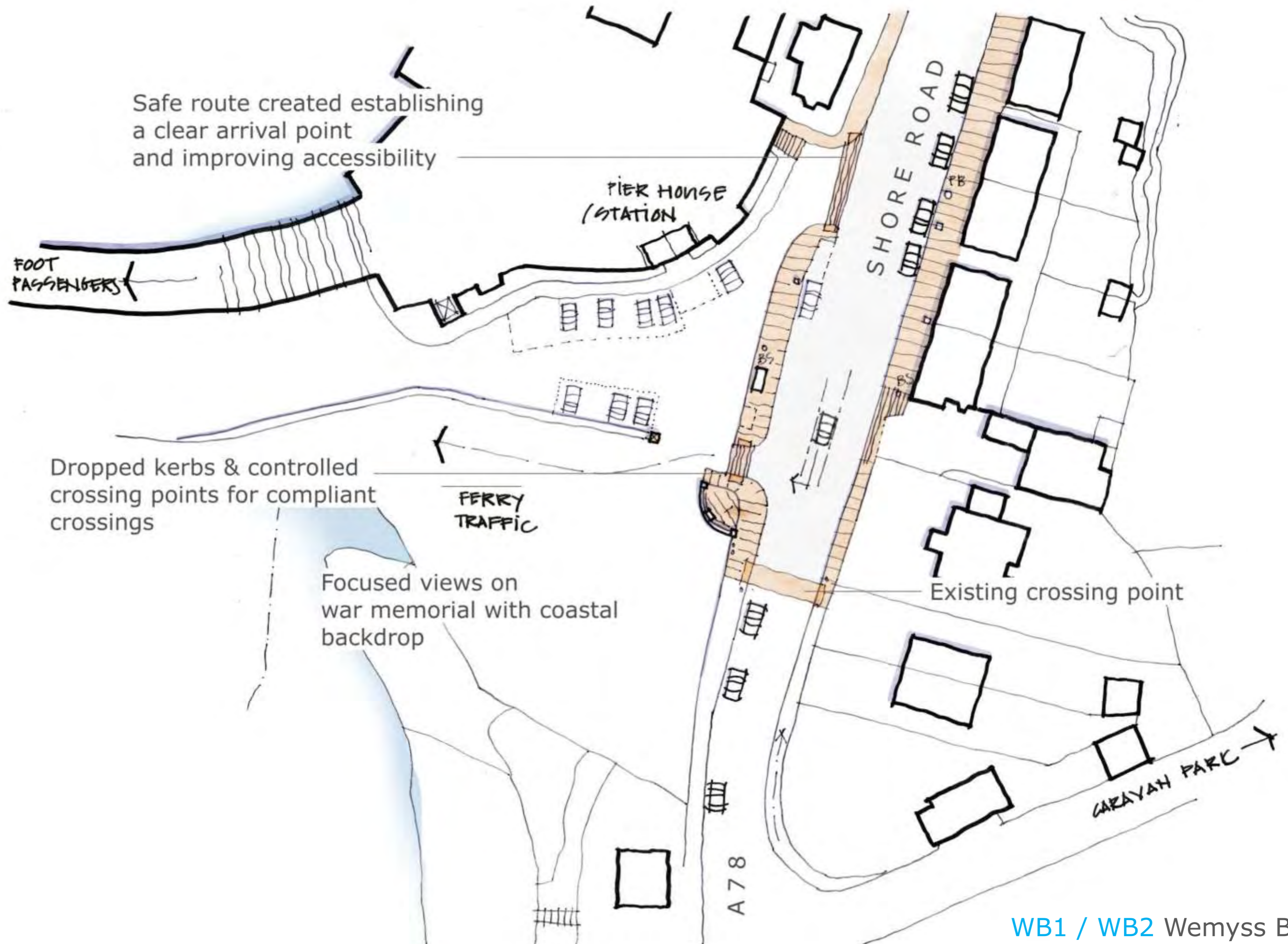
### Aims & Objectives

- Establish clear visitor arrival point
- Focus views on historic elements i.e. War Memorial & Station building
- Improve accessibility from pedestrian crossing to Station & Ferry

### Key Elements

- Introduce dropped kerb and tactile paving crossings in compliance with guidance
- Create safe route for wheelchair users
- Acknowledge visual quality through use of natural stone
- Remove unnecessary visual clutter e.g. redundant sign poles and furniture
- Define & understand ownership boundaries







# 4.2 INVERKIP

Inverkip is a village which lies about 4 miles southwest of Greenock on the A78 trunk road. The village is served by Inverkip railway station, on the Inverclyde Line. The A78 section passing Inverkip allows dramatic views to the Clyde. Inverkip houses a large marina which has grown steadily since the 1970s and now boasts a small community of its own called Kip Village

The parish of Inverkip was notorious in the mid 17<sup>th</sup> century in relation to witches. A local verse recalls:

"In Auld Kirk the witches ride thick  
And in Dunrod they dwell;  
But the greatest loon among  
them a'  
Is Auld Dunrod himsel'."

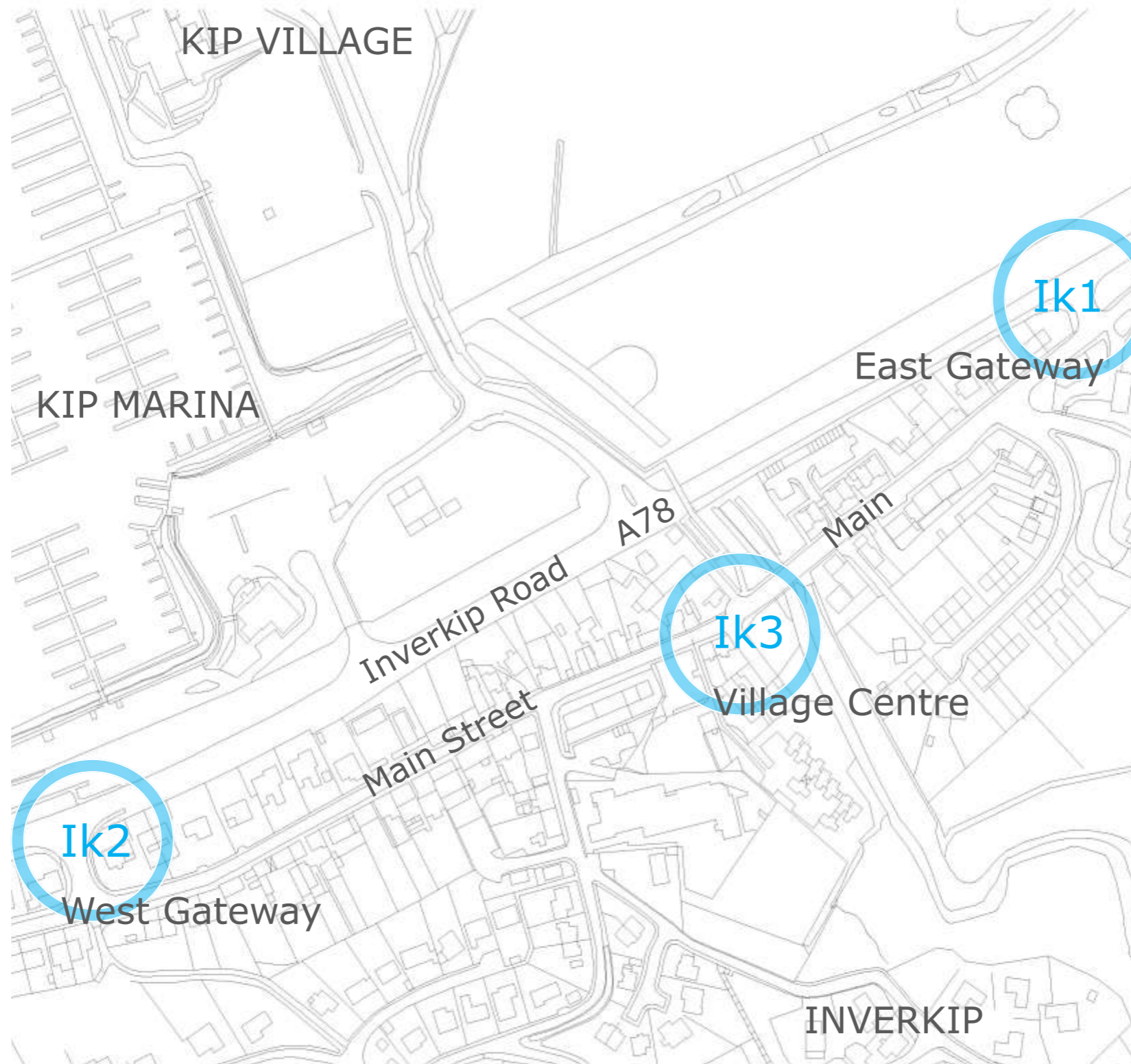








# 4.2 INVERKIP



## EAST GATEWAY

### Aims & Objectives

- Establish visual gateway on the trunk road
- Screen elements of low quality

### Key Elements

- Introduce hedge planting screen car parking and define edges
- Screen recycling facilities from road
- Provide better connections with local greenspace





# 4.2 INVERKIP



## WEST GATEWAY

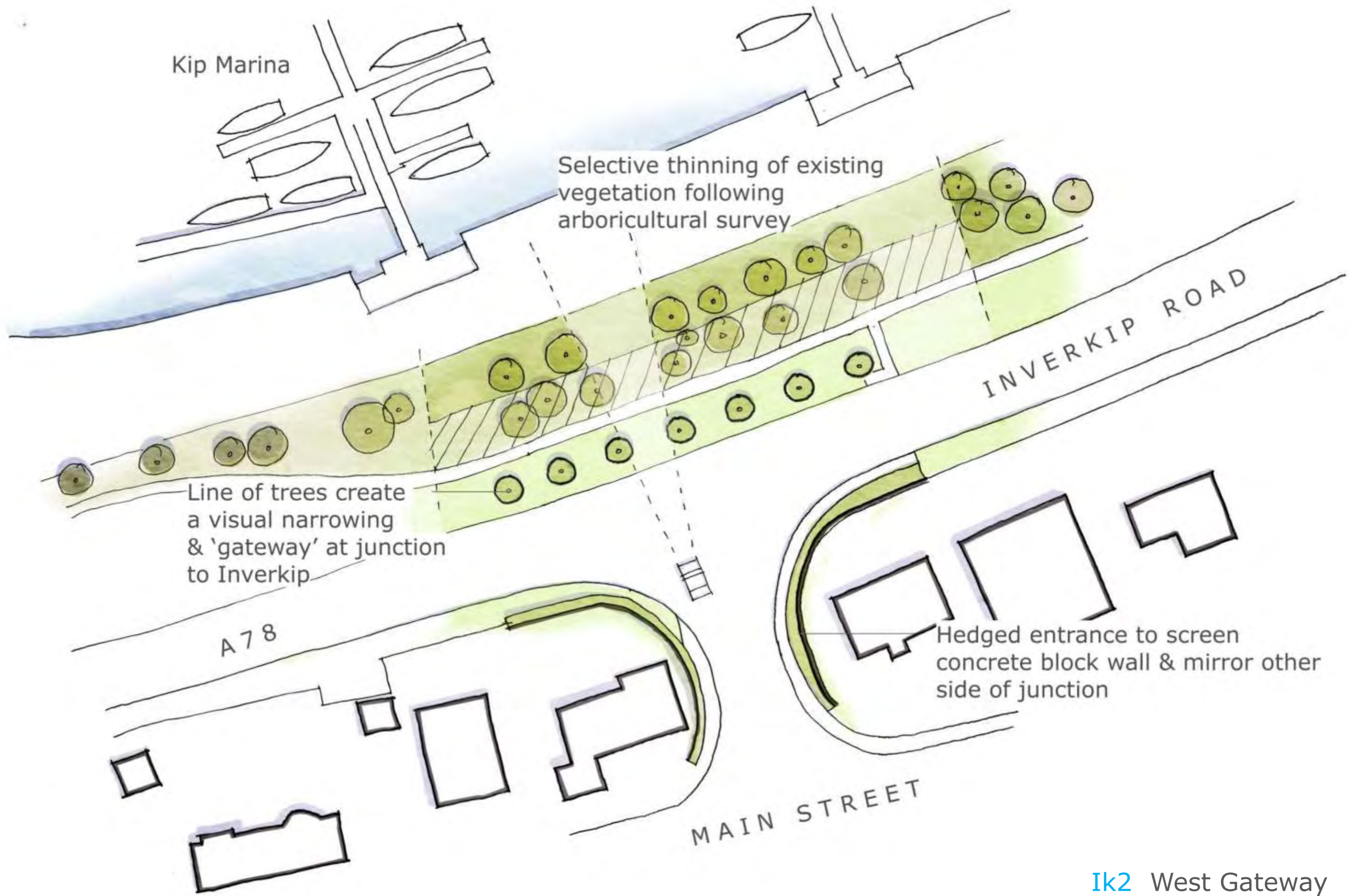
### Aims & Objectives

- Establish visual gateway on the trunk road
- Establish connections to Clyde & Marina
- Screen unattractive walling

### Key Elements

- Introduce mature tree planting to one side of the road
- Clear area of dense planting
- Selectively thin next layer to create glimpse views to marina
- Hedge planting





Kip Marina

Selective thinning of existing vegetation following arboricultural survey

Line of trees create a visual narrowing & 'gateway' at junction to Inverkip

A78

INVERKIP ROAD

Hedged entrance to screen concrete block wall & mirror other side of junction

MAIN STREET



# 4.2 INVERKIP



## VILLAGE CENTRE

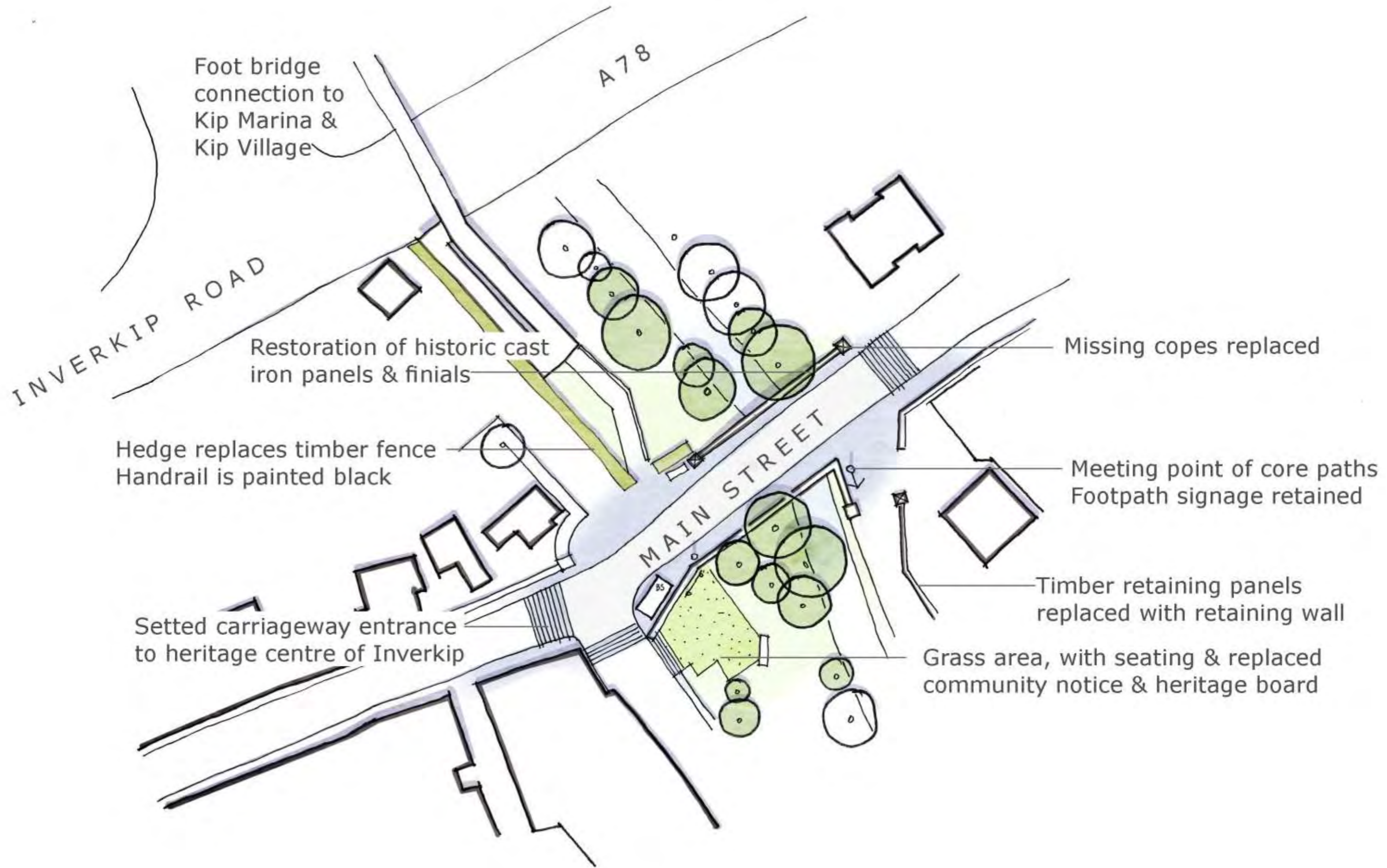
### Aims & Objectives

- Consolidate heritage centre of village
- Provide clear connections to local core path network
- Provide community facilities
- Build understanding of village history

### Key Elements

- Repair & conserve cast iron railings to bridge
- Replace missing cope stones & introduce pier to visually connect
- Replace inappropriate fencing with hedges
- Replace existing interpretive panel with new in heritage style
- Create surfacing thresholds in granite setts
- Remove disused surfacing which detracts from heritage setting.







# 4.3 GOUROCK



Gourock in the past functioned as a seaside resort on the Firth of Clyde. Gourock grew into a community involved in herring curing, copper mining, ropemaking, quarrying and latterly yacht-building and repairing. Its principal function today, however, is as a popular residential area, extending contiguously from Greenock, with a railway terminus and ferry services across the Clyde. The name Gourock comes from a Gaelic word for "rounded hill", in reference to the hill above the town. Gourock has one of the three remaining public outdoor swimming pools in Scotland which has recently had significant reinvestment. Gourock Harbour is currently undergoing considerable remodelling with high quality public realm and infrastructure improvements.







# 4.3 GOUROCK



## KEMPOCK PLACE GARDENS

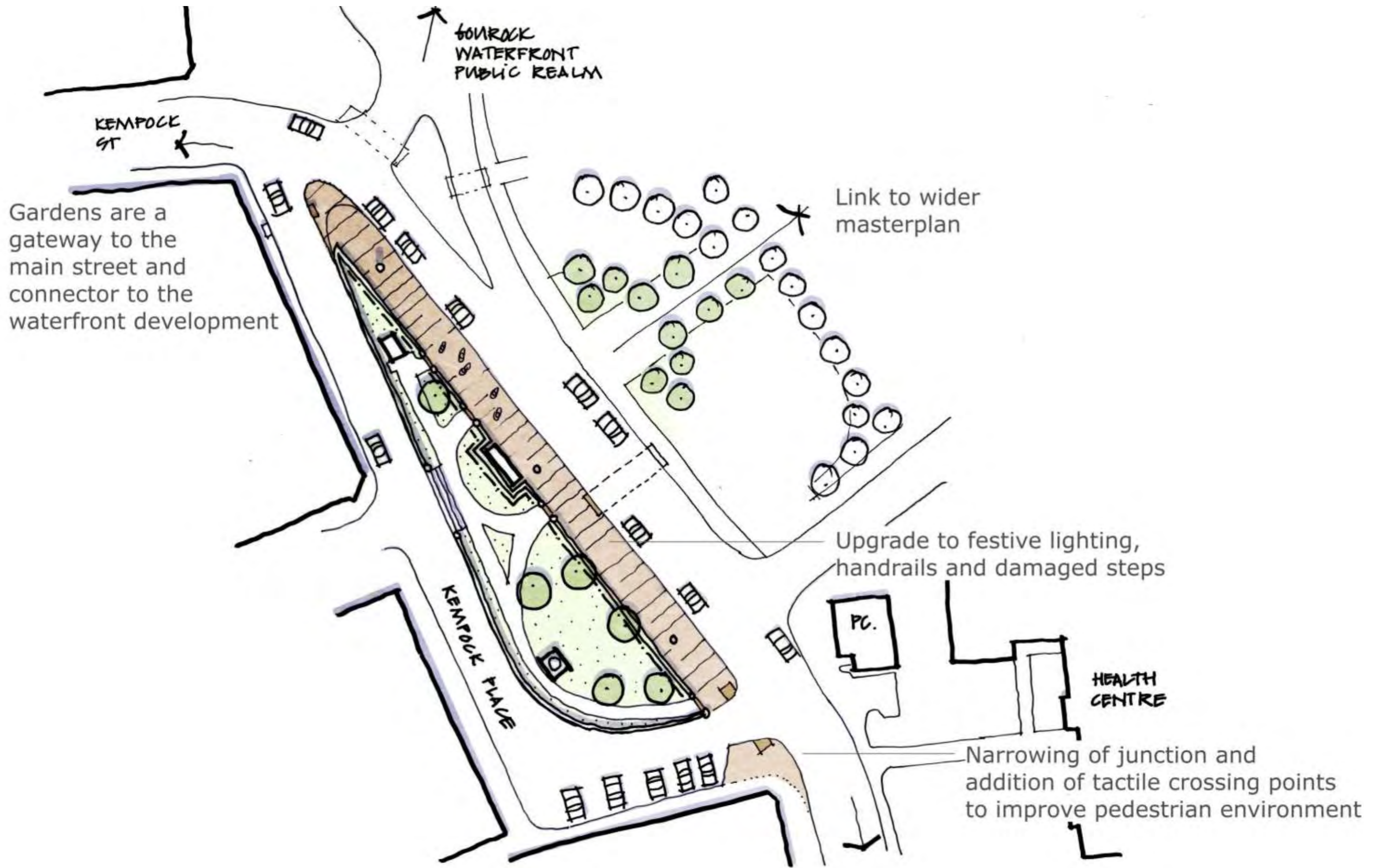
### Aims & Objectives

- Create gateway to Town Centre
- Improve accessibility
- Connect with Waterfront Public Realm
- Remove unnecessary elements which detract from quality

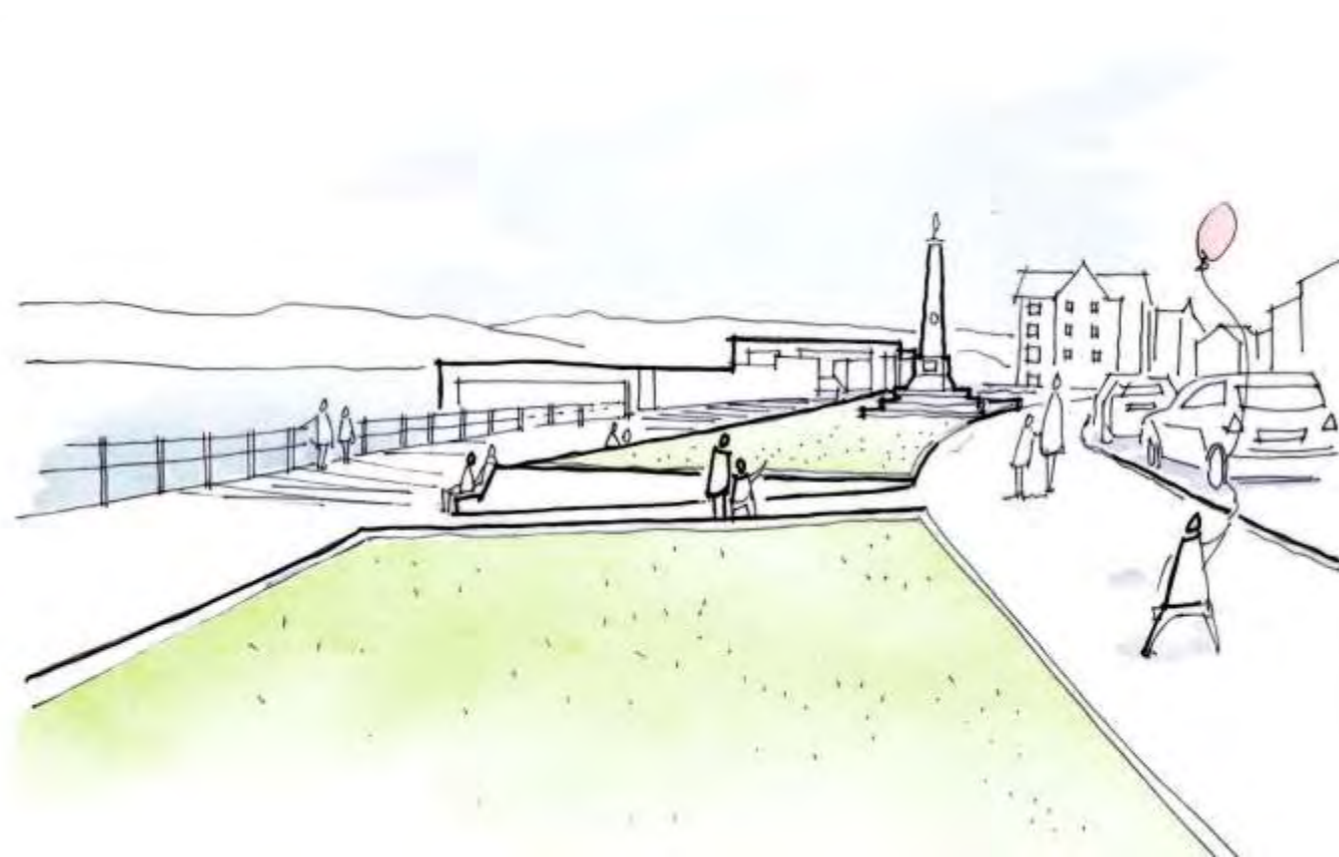
### Key Elements

- Narrow junction at the south & introduce tactile crossing point/dropped kerbs
- Introduce street lighting to link with Waterfront Public Realm
- Remove unnecessary guardrails & clutter
- Replace festive/ feature lighting with new contemporary style
- Upgrade handrails and steps





# 4.3 GOUROCK



## OUTDOOR POOL EXTERNALS

### Aims & Objectives

- Simplify visual arrival to focus on views and setting
- Rationalise walling & planting
- Improve scale at pool arrival point
- Remove unnecessary elements which detract from quality
- Define space to avoid misuse

### Key Elements

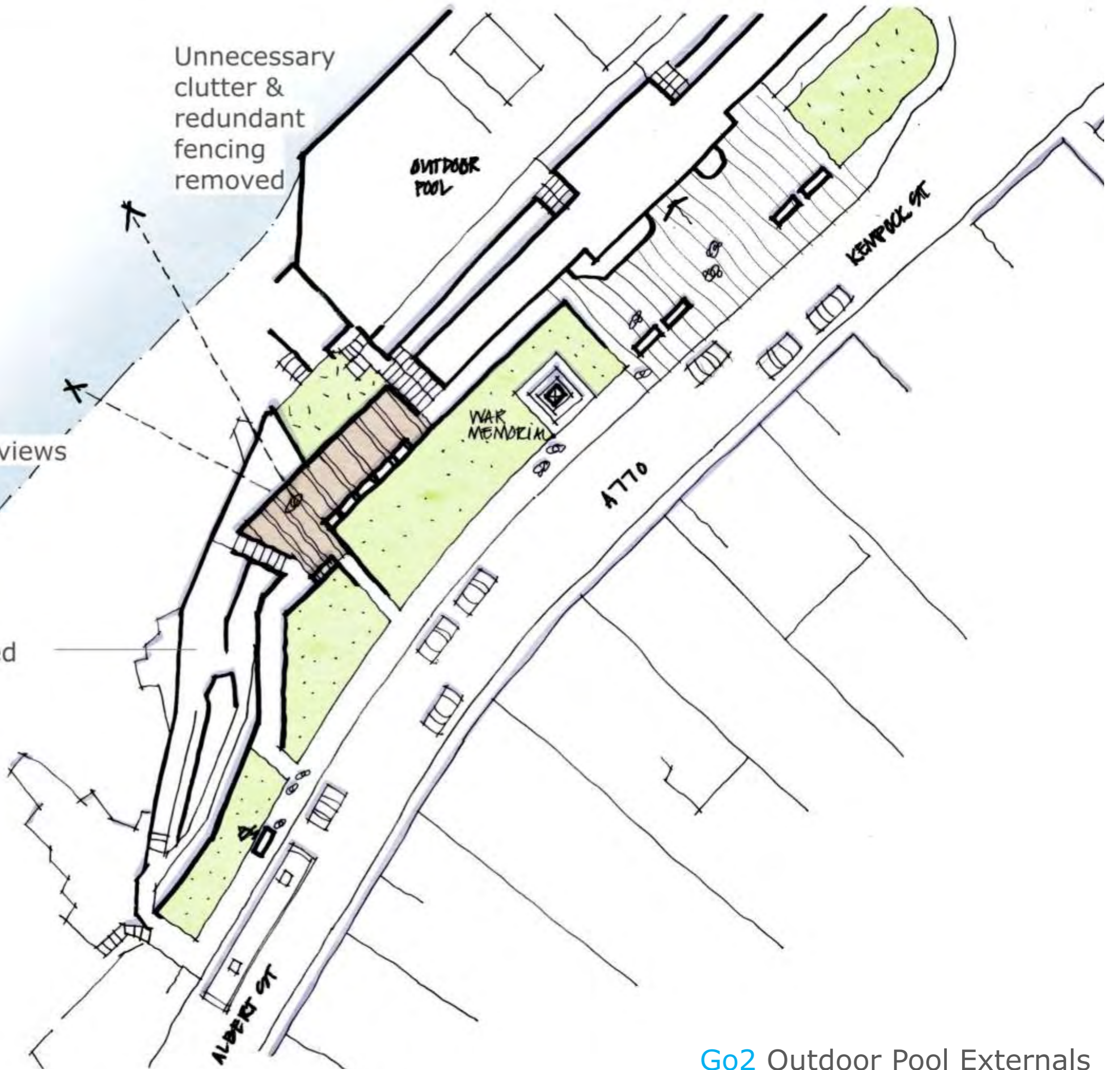
- Remove low planters to create simple lawns
- Focus space on pool and War Memorial
- Address levels differences & utilise to create wall seat
- Strip back & repaint railings with galvafroid
- Remove redundant areas which cause difficulties for management/ fencing
- Establish simple viewing deck
- Improve pedestrian scale and bio climatic comfort through tree planting



Simple arrival area focuses views

Walls and planting rationalised

Unnecessary clutter & redundant fencing removed





# 4.3 GOUROCK



## SHORE STREET GARDENS IMPROVEMENTS

### Aims & Objectives

- Improve Town Centre approach
- Improve quality of street furniture
- Connect Shore Street with Waterfront Public Realm and transport hub
- Remove unnecessary elements which detract from quality

### Key Elements

- Improve screening of rail infrastructure through additional planting
- Replace festive/ feature lighting with new contemporary style
- Upgrade street furniture
- Remove unnecessary clutter
- Remove lengths of unnecessary hedge and fence







# 4.4 GREENOCK



Greenock forms part of a contiguous urban area with Gourock to the west and Port Glasgow to the east. The fishing trade grew prosperous, with barrels of salted herring exported widely, and shipping trade developed. As seagoing ships could not go further up the River Clyde, the Glasgow merchants including the Tobacco Lords wanted harbour access, but were in disputes with Greenock over harbour dues and warehouses. In 1714 Greenock became a custom house port as a branch of Port Glasgow, and for a period this operated from rooms leased in Greenock. Receipts rose rapidly from the 1770s, and in 1778 the custom house moved to new built premises at the West Quay of the harbour. The 2011 census showed that Greenock had a population of 44,248. It lies on the south bank of the Clyde at the "Tail of the Bank" where the River Clyde expands into the Firth of Clyde. The Beacon Arts Centre has brought new life to the waterfront and sits adjacent to Custom House Square.







# 4.4 GREENOCK

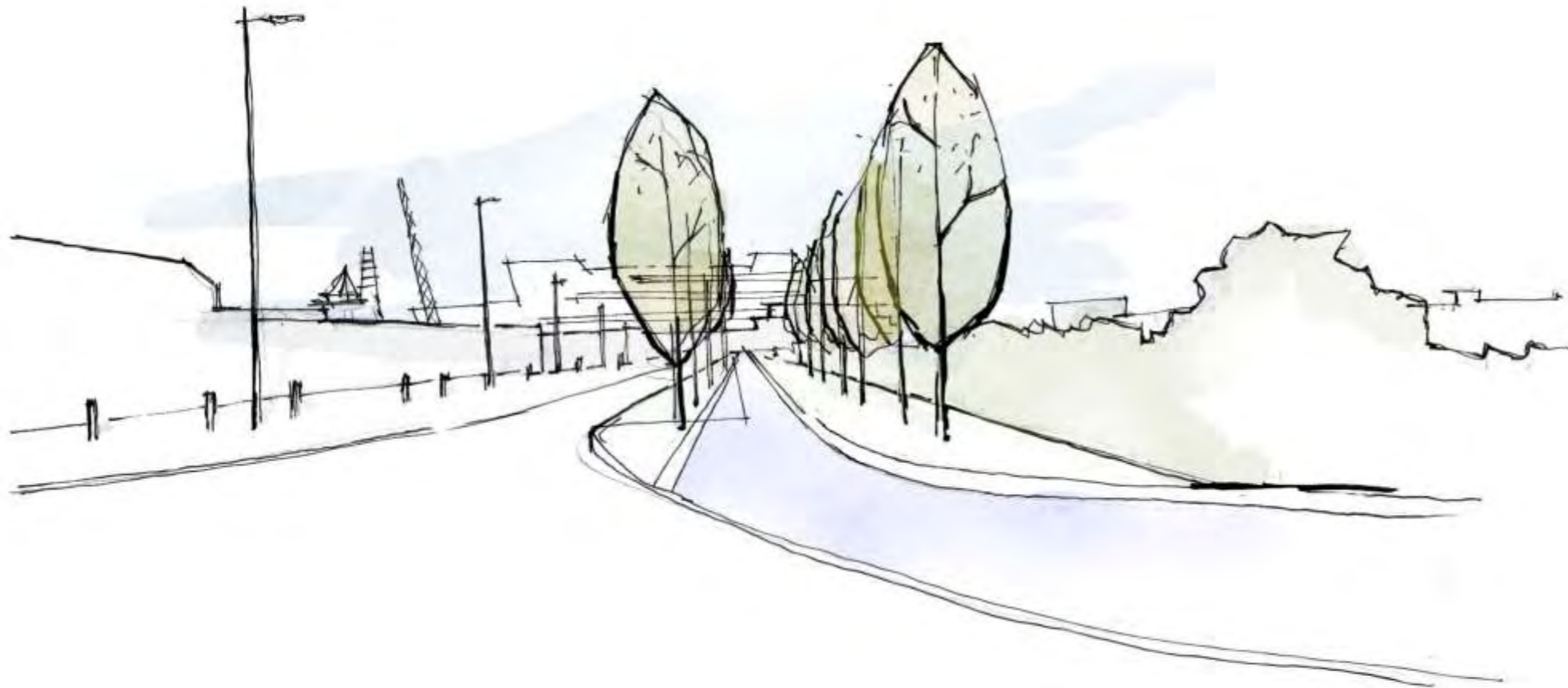
## WEST BLACKHALL STREET / LAIRD STREET

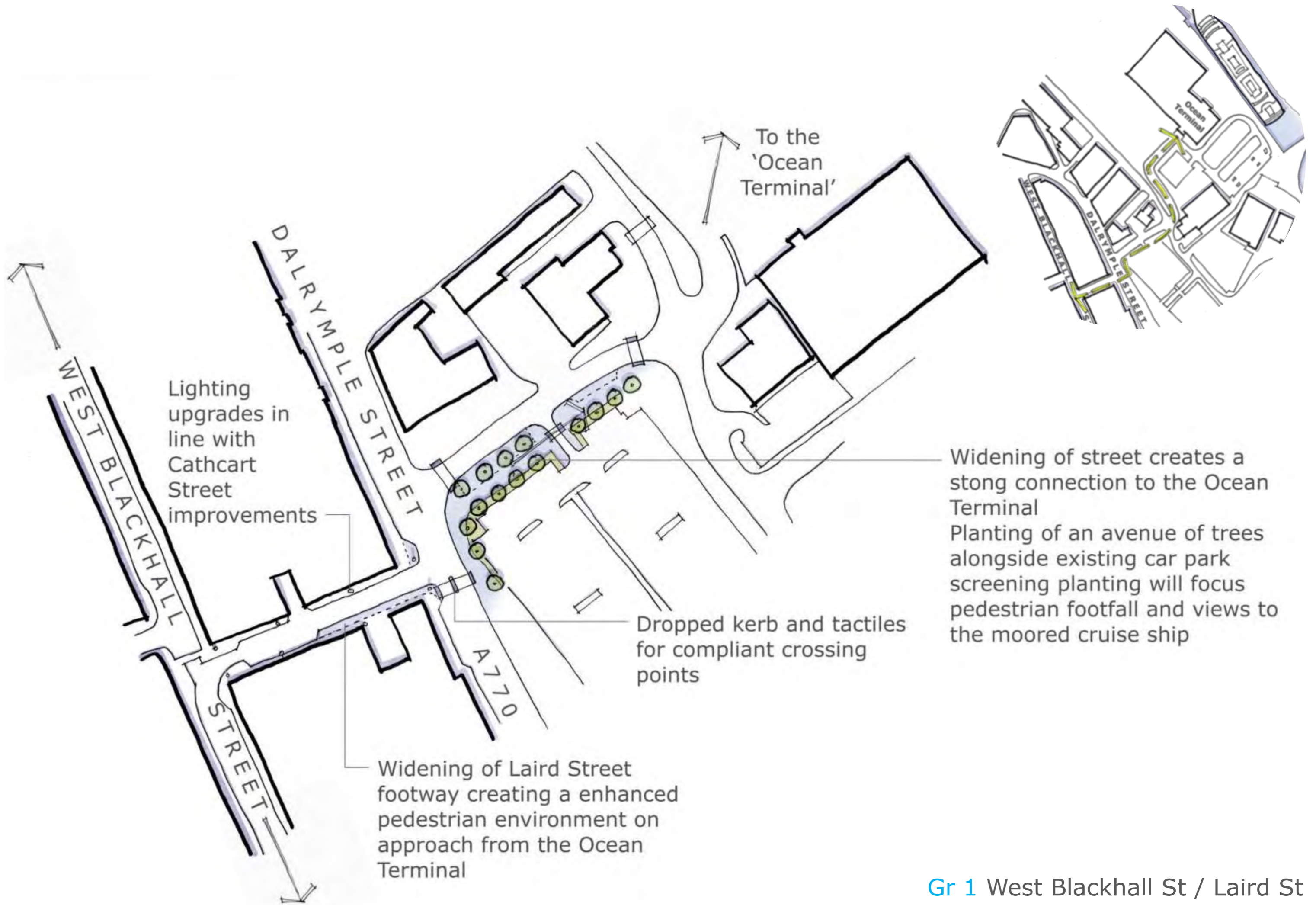
### Aims & Objectives

- Establish clear arrival point connecting West Blackhall Street & Ocean Terminal development
- Improve accessibility
- Build on quality of West Blackhall Street public realm

### Key Elements

- Introduce dropped kerb and tactile paving crossings in compliance with guidance
- Introduce extra heavy standard tree planting
- Establish quality visual boundary
- Remove unnecessary clutter
- Widen pavements to benefit of pedestrian environment
- Focused views towards Ocean Terminal

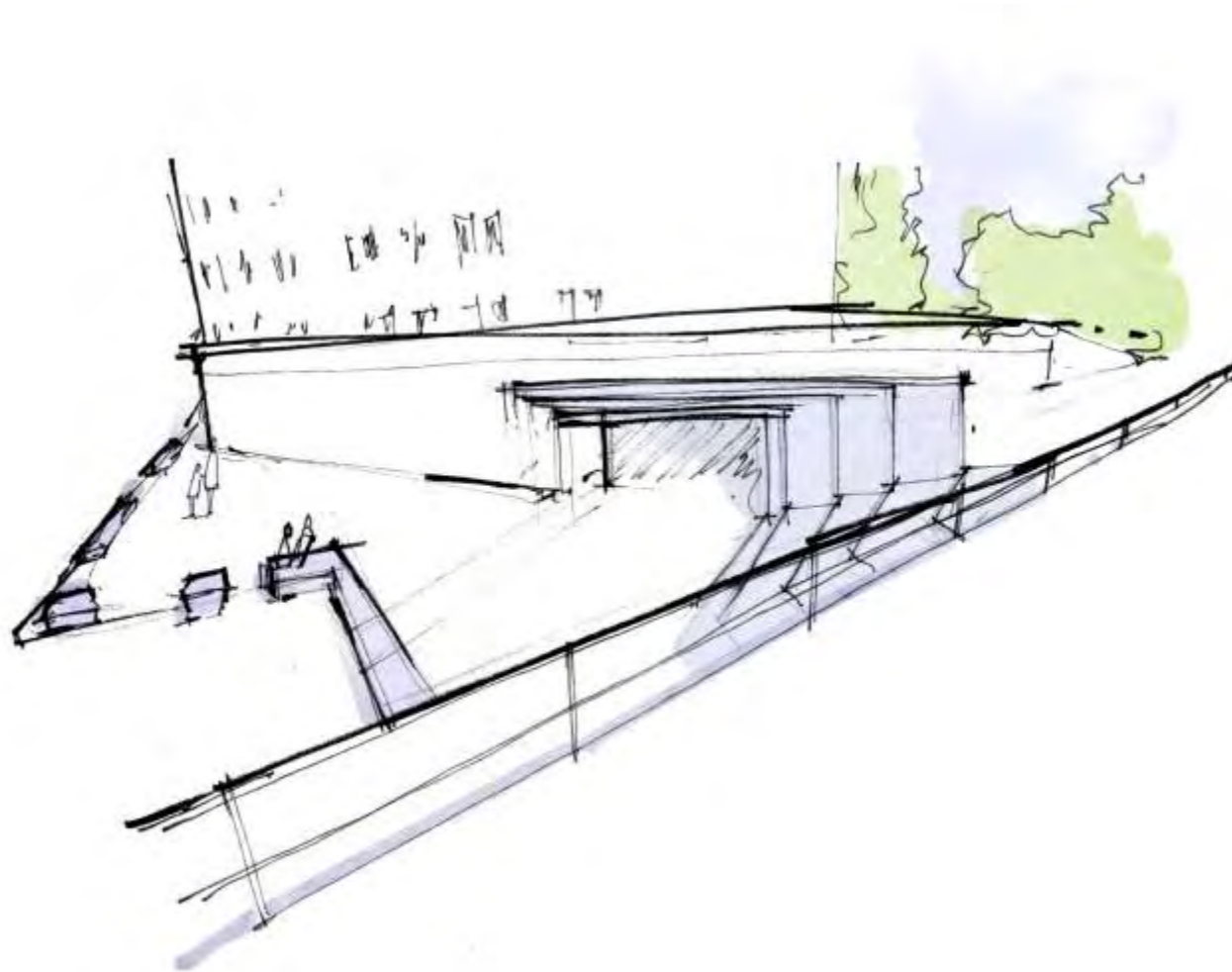




Gr 1 West Blackhall St / Laird St



# 4.4 GREENOCK



## WEST STEWART STREET UNDERPASS

### Aims & Objectives

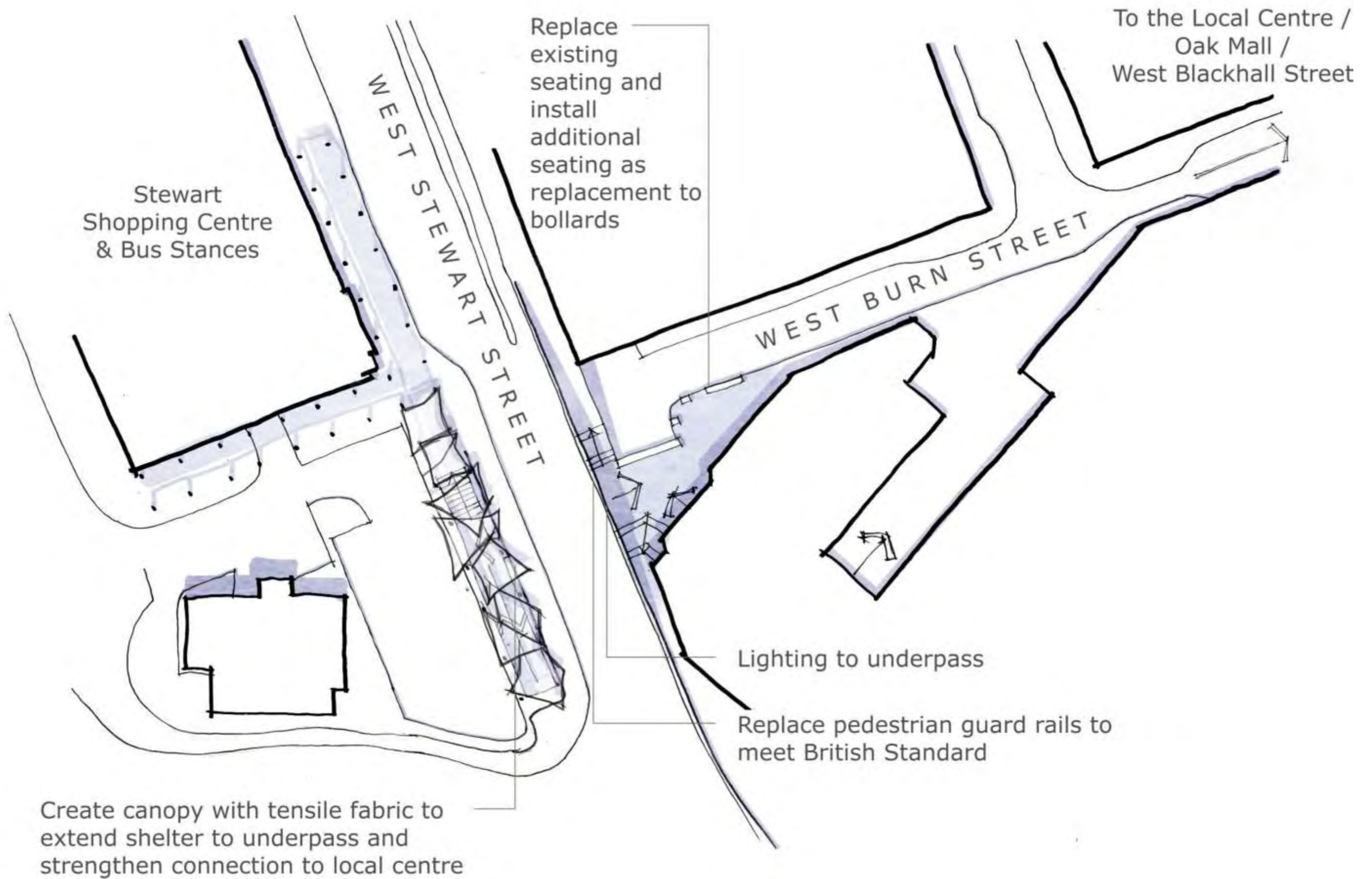
- Establish clear strong and desirable connection from Stewart Shopping Centre and associated bus stances
- Improve accessibility
- Connect to quality streetscape of West Blackhall Street
- 

### Key Elements

- Extension of bus stance canopy to cover ramped access to underpass
- Replace low quality railings and fencing
- Replace bollards / increase seating area
- Remove unnecessary clutter







Gr 2 West Stewart St Underpass



# 4.4 GREENOCK

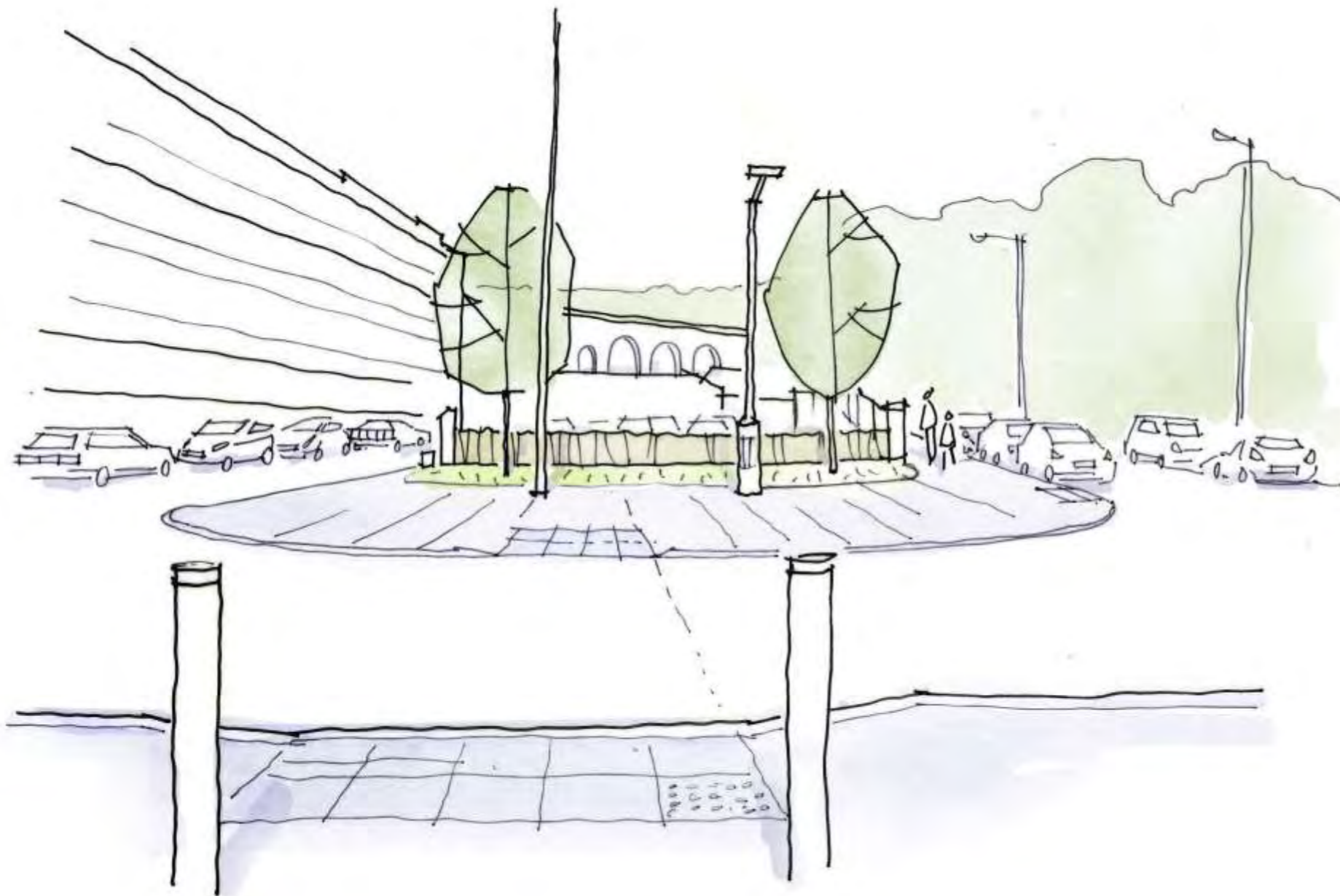
## STATION AVENUE

### Aims & Objectives

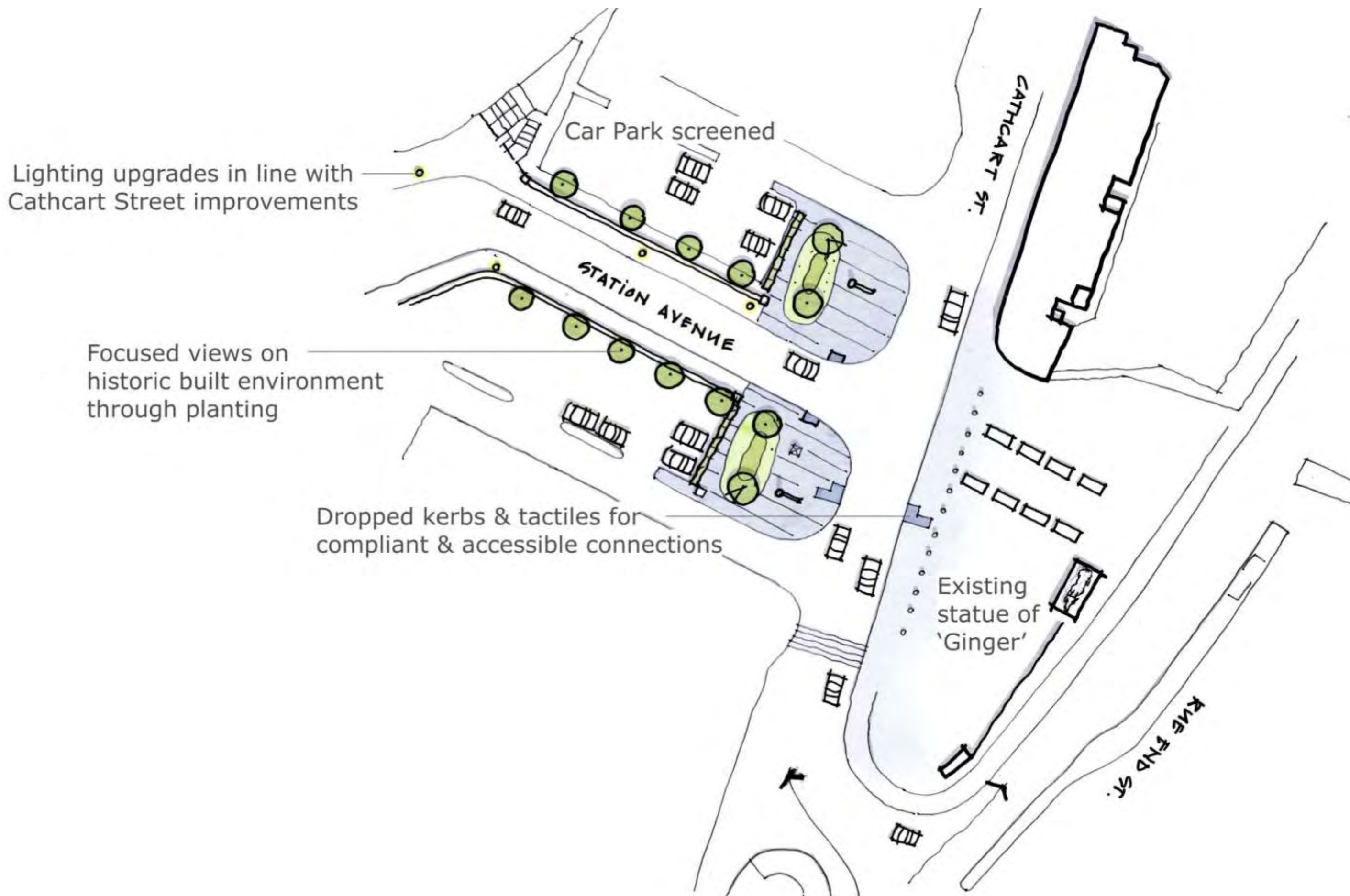
- Establish clear visitor arrival point
- Focus views on historic elements
- Screen car parking
- Improve accessibility
- Build on quality of Cathcart Street public realm

### Key Elements

- Introduce dropped kerb and tactile paving crossings in compliance with guidance
- Focus view on station arches through tree planting
- Screen car parking with hedging
- Establish quality visual boundary on arrival from Rue End Street
- Upgrade lighting to accord with Cathcart Street works
- Remove unnecessary clutter









# 4.5 PORT GLASGOW

Port Glasgow is the second largest town in Inverclyde with a population according to the 2011 census of 15,414 persons. It is located immediately to the east of Greenock and was previously a burgh in the former county of Renfrew. The town was originally named Newark but due to ships not being able to make it all the way up the shallow river Clyde it was formed as a port for nearby Glasgow in 1668 and became Port Glasgow in 1775. Port Glasgow was home to dry docks and shipbuilding beginning in 1762. The town grew from the central area of the present town and thus many of the town's historic buildings are found here. Port Glasgow expanded up the steep hills inland to open fields where areas such as Park Farm, Boglestone, Slaemuir and Devol were founded. This area has subsequently become known as upper Port Glasgow and most of the town's population occupies these areas.

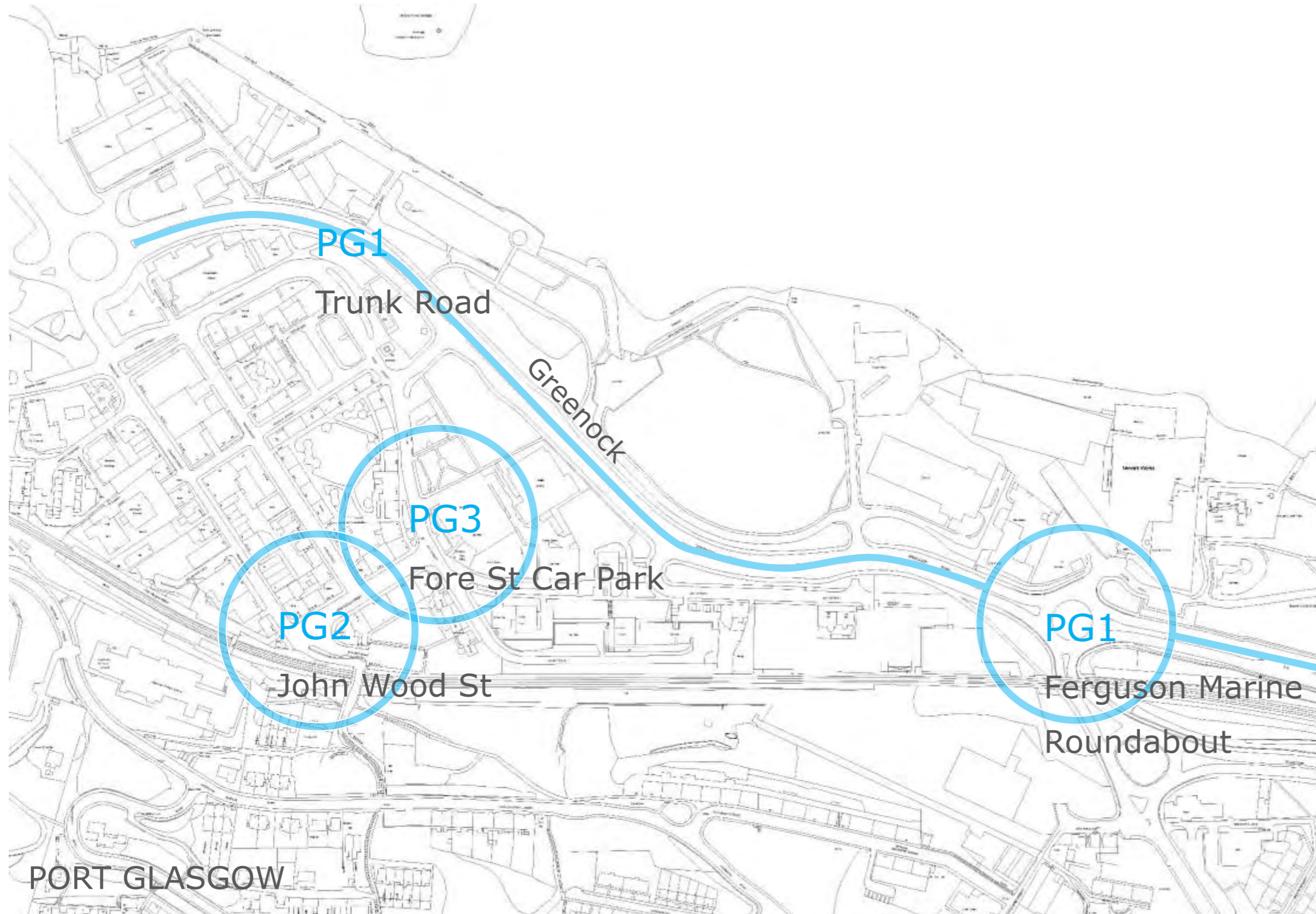








# 4.5 PORT GLASGOW



## TRUNK ROAD

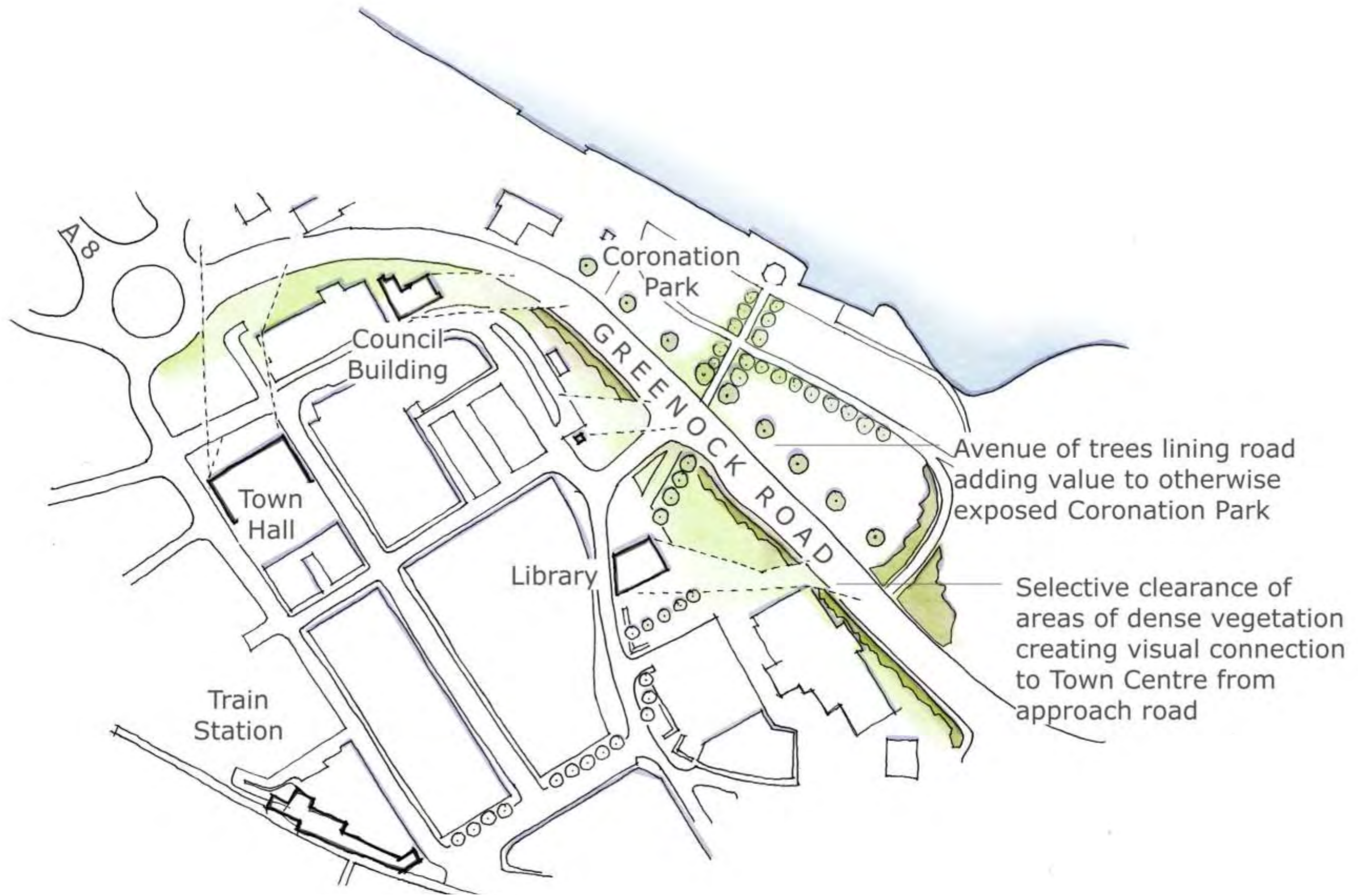
### Aims & Objectives

- Facilitate views into Port Glasgow
- Reduce tunnel effect of road corridor

### Key Elements

- Clear areas of shrub level planting
- Introduce semi mature trees in avenue along boundary of Coronation Park







# 4.5 PORT GLASGOW

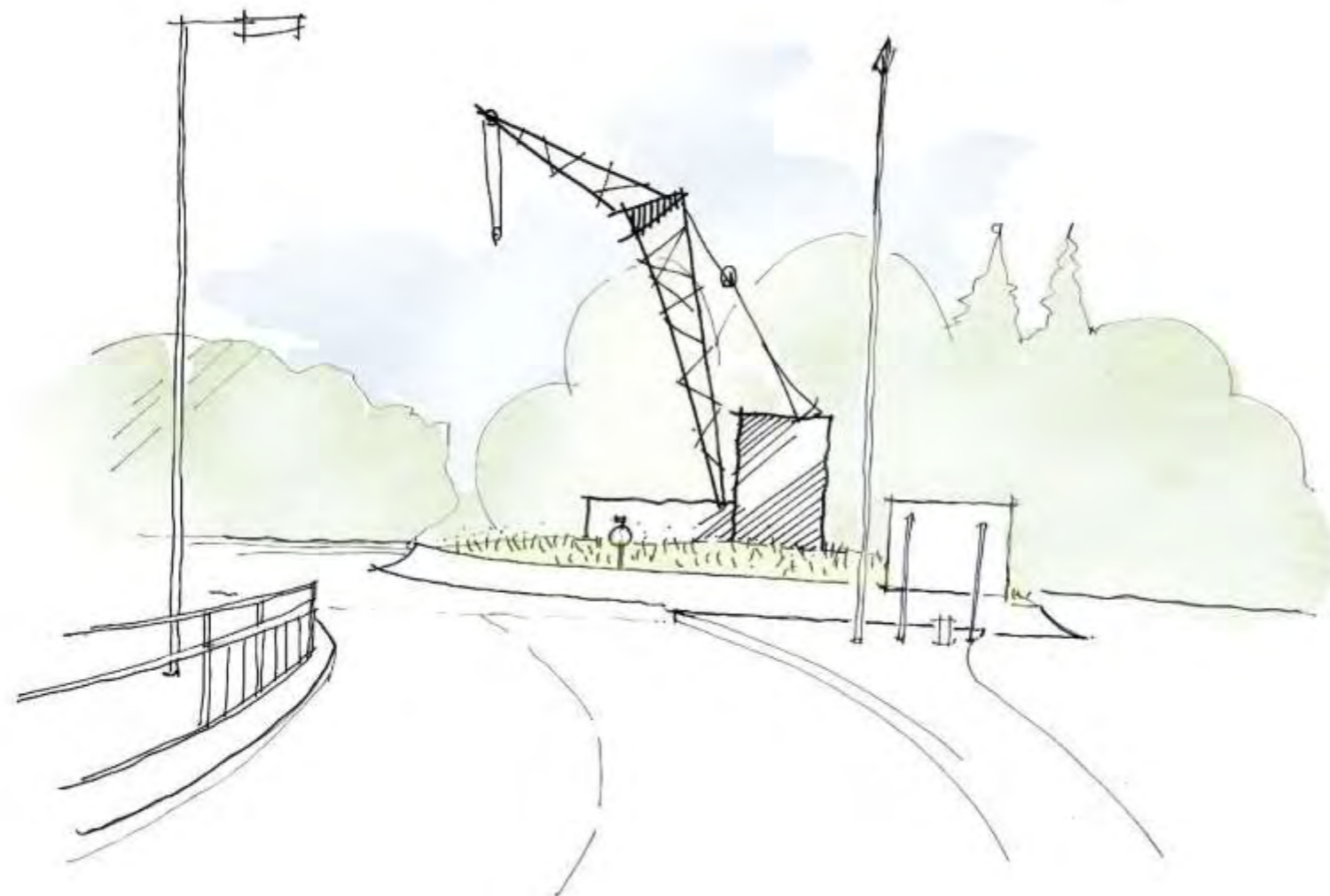
## FERGUSON MARINE ROUNDABOUT

### Aims & Objectives

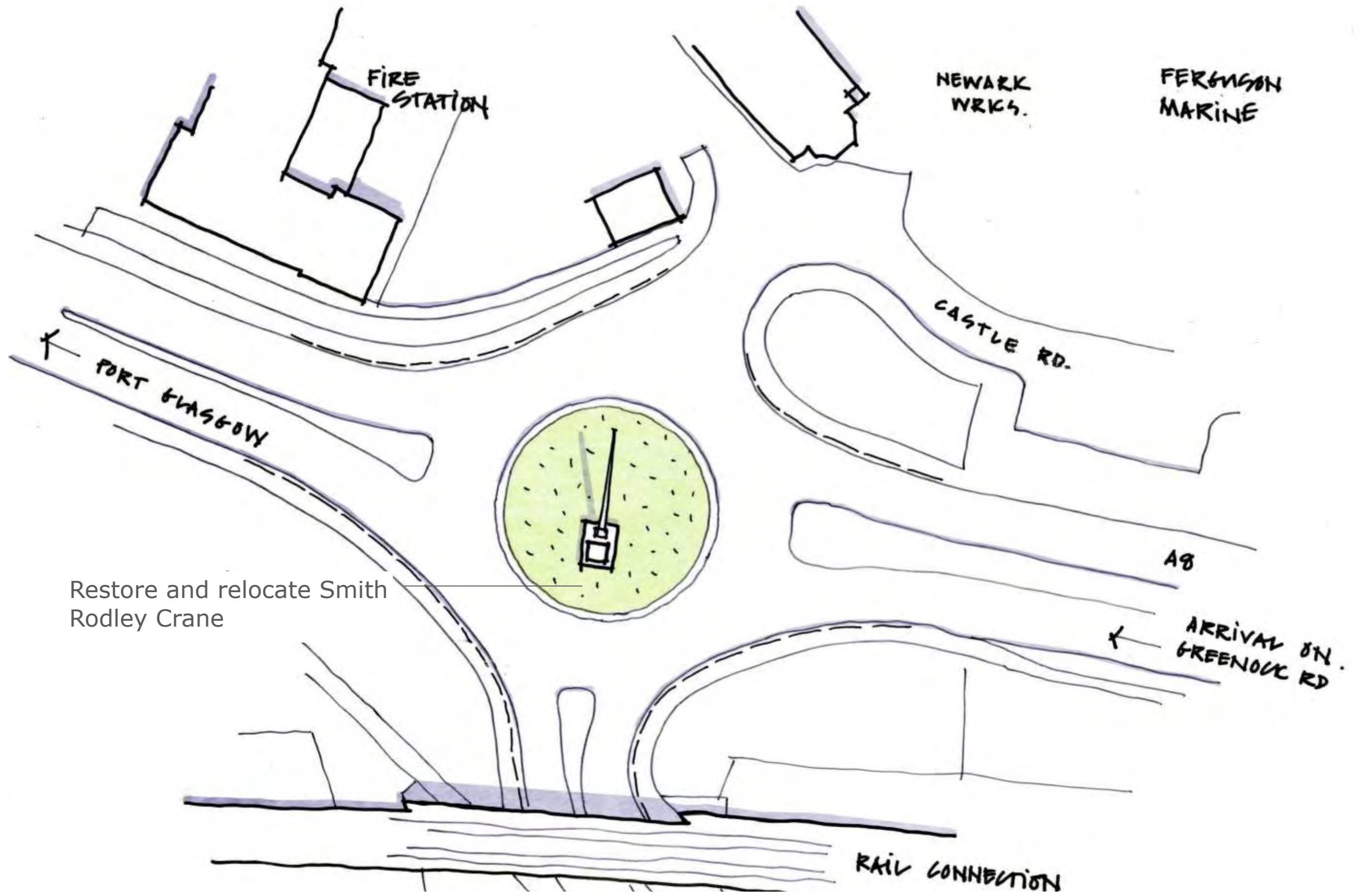
- Improve arrival to Port Glasgow
- Ensure protection of significant artifact in Port Glasgow's industrial heritage

### Key Elements

- Restore Smith Rodley Crane and relocate to Ferguson Marine roundabout
- Seed with wildflowers to enhance visual quality of roundabout and setting of relocated crane







Restore and relocate Smith Rodley Crane



# 4.5 PORT GLASGOW



## JOHN WOOD STREET & FORE STREET CAR PARK

### Aims & Objectives

- Improve quality of arrival point for visitors
- Improve visual scale & pedestrian comfort
- Introduce soft elements with seasonal colour
- Upgrade poor quality elements
- Improve accessibility

### Key Elements

- Introduce street trees on sunny side of John Wood Street
- Remove unattractive walling & replace with hedge to car park
- Replace existing poor quality low walls & seed for ease of maintenance & visual simplicity
- Screen & relocate recycling facilities

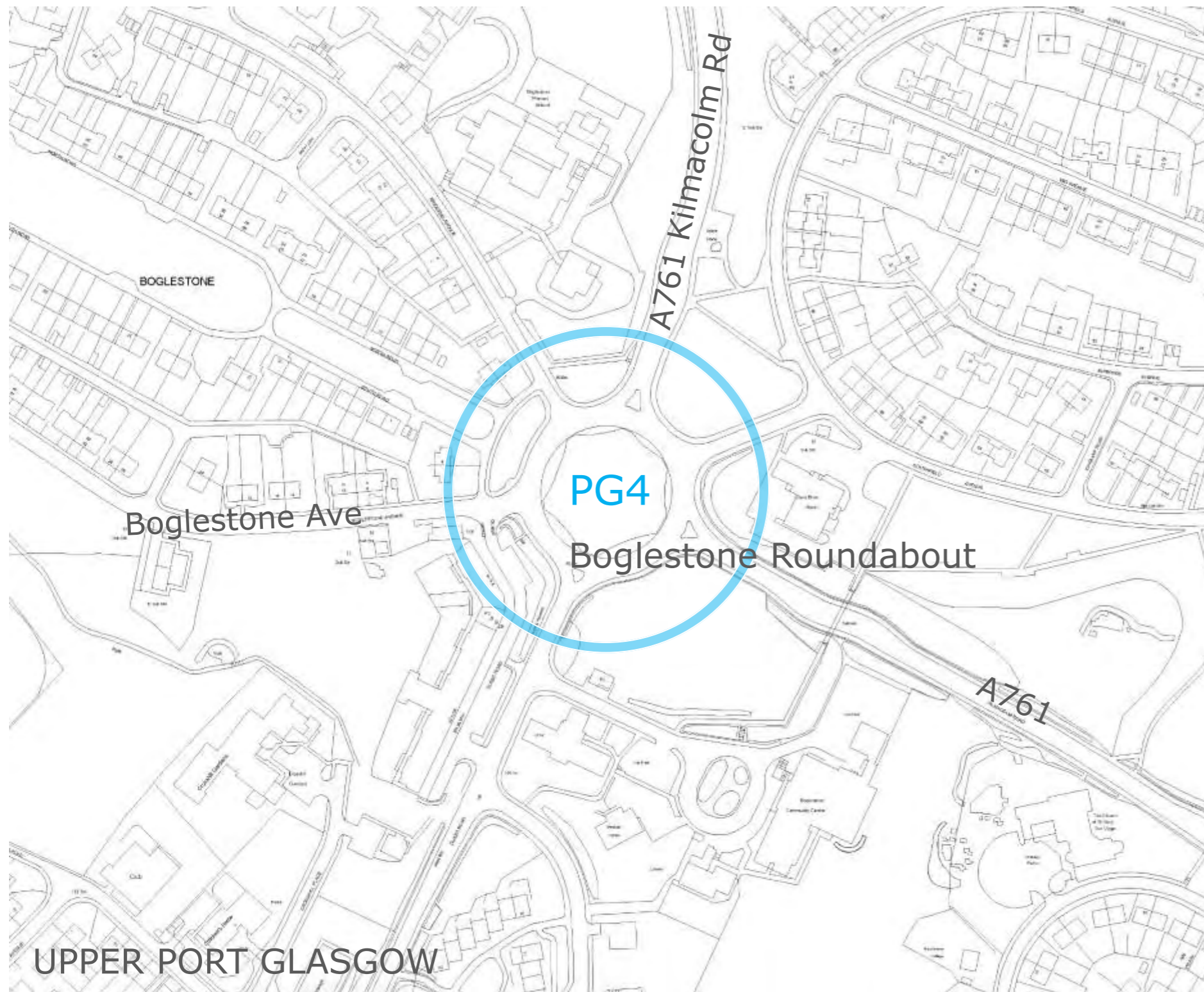




PG3 Fore Street Car Park



# 4.5 PORT GLASGOW



## BOGLESTONE ROUNDABOUT

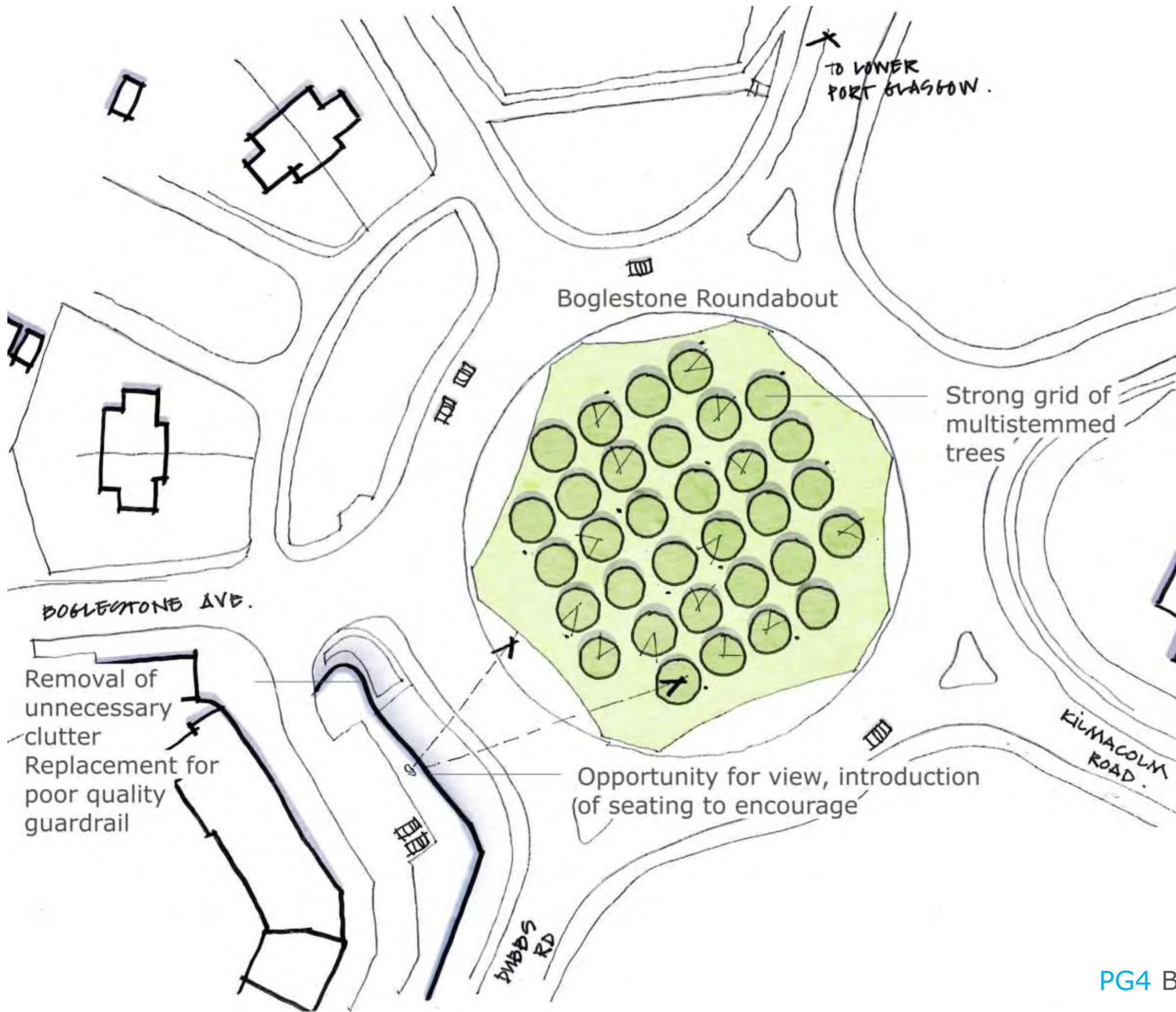
### Aims & Objectives

- Improve visual scale & pedestrian comfort
- Introduce soft elements with seasonal colour
- Upgrade poor quality elements

### Key Elements

- Introduce bold grid of multistemmed trees
- Punctuate planting with feature lighting
- Replace existing poor quality guardrail with feature railings
- Introduce seating adjacent to barrier to encourage use as viewpoint
- Remove unnecessary clutter





PG4 Boglestone Roundabout



# 4.6 KILMACOLM

Kilmacolm is a village and civil parish which lies on the northern slope of the Gryffe Valley 7 1/2 miles south-east of Greenock. The village has a population of around 4,000 and is part of a wider civil parish which covers a large rural hinterland of 15,000 hectares. The area surrounding the village was settled in prehistoric times and emerged as part of a feudal society with the parish divided between separate estates for much of its history. The village itself remains small, providing services to nearby communities and acting as a religious hub for the parish. The name of the village derives from the Scottish Gaelic Cill MoCholuim, indicating the dedication of its church to St Columba. The village's historic connection with the Covenanters is of local significance.

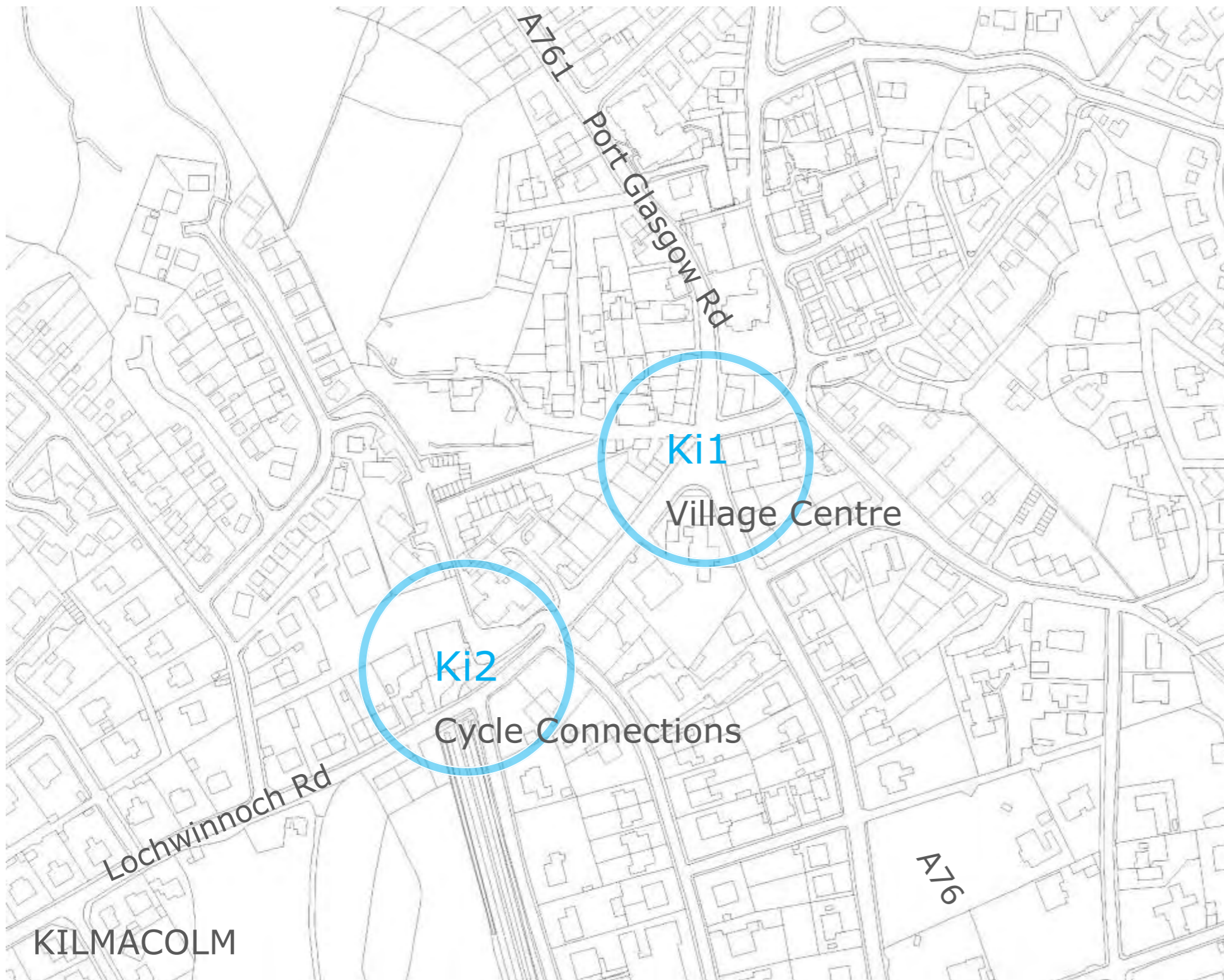








# 4.6 KILMACOLM



## VILLAGE CENTRE

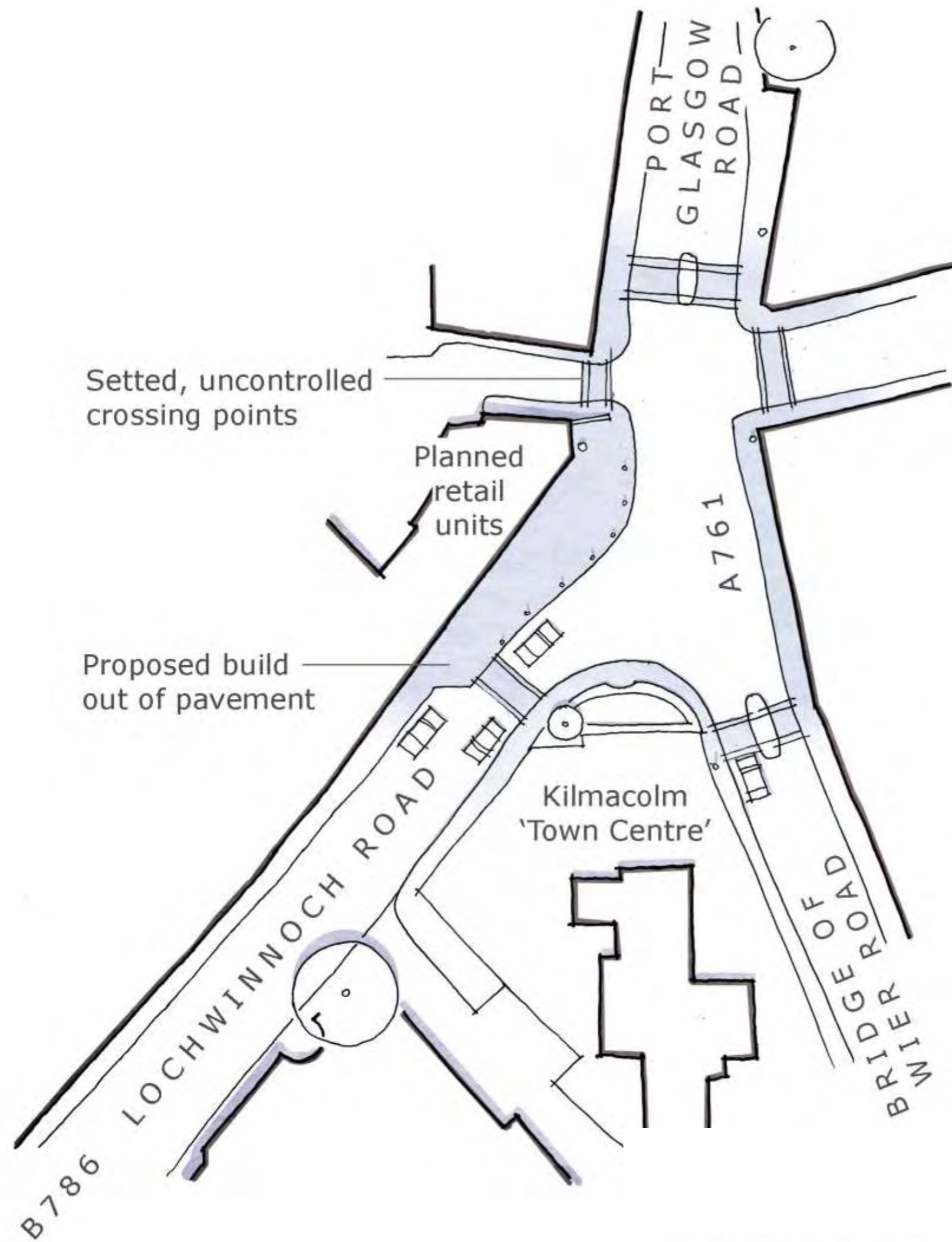
### Aims & Objectives

- Punctuate historic village centre
- Introduce road narrowing on Lochwinnoch Road junction
- Increase south facing pavement width
- Improve accessibility

### Key Elements

- Establish visual thresholds in road carriageway
- Introduce dropped kerbs & tactile slabs at each junction
- Build upon quality of existing Community Centre works





Ki1 Village Centre



# 4.6 KILMACOLM



## CYCLE CONNECTION IMPROVEMENTS

### Aims & Objectives

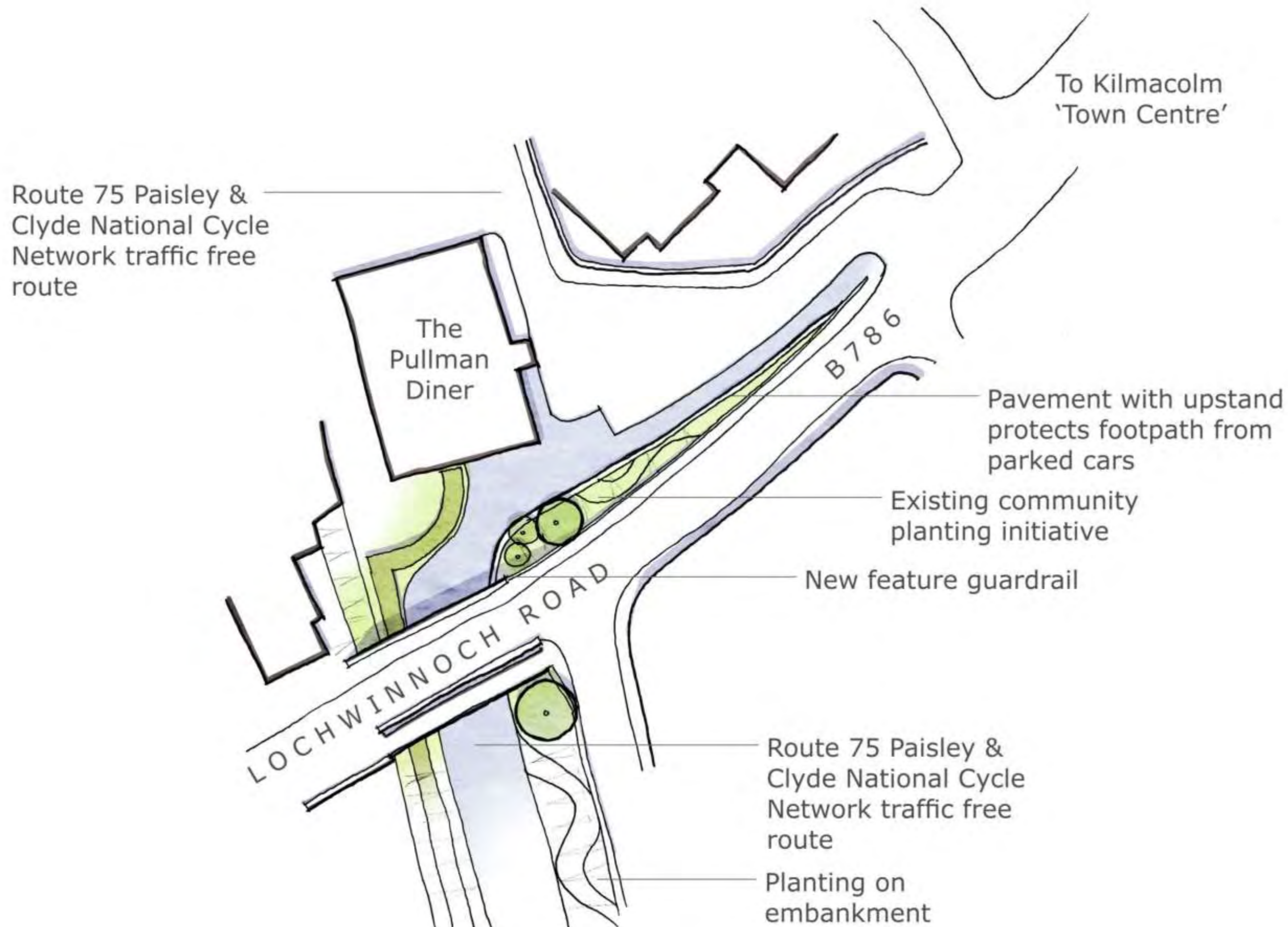
- Create arrival point for cyclists on NCN R75
- Improve quality of leftover space
- Facilitate safe connections to village centre

### Key Elements

- Introduce kerbs & clearly define pedestrian & cycle routes
- Improve embankment planting to reflect quality
- Build heritage setting & focus key views









# 4.7 QUARRIER'S VILLAGE



Quarrier's Village lies within the Gryffe Valley between the villages of Kilmacolm and Bridge of Weir, falling on the boundary between the modern Inverclyde and Renfrewshire council areas. Now a residential commuter village, Quarrier's was constructed as the Orphans Homes of Scotland in the late 19th century by philanthropist in 1876 by William Quarrier a Glasgow shoe-maker and philanthropist on the site of the former Nittingshill Farm. These orphans' homes and associated buildings have been converted into private housing and some expansion has taken place with new residential development. A charity under the name of Quarrier's continues the work of the former homes and is based within the village.





River Gryfe

QV1  
River Gryfe Viewpoint

Church Rd

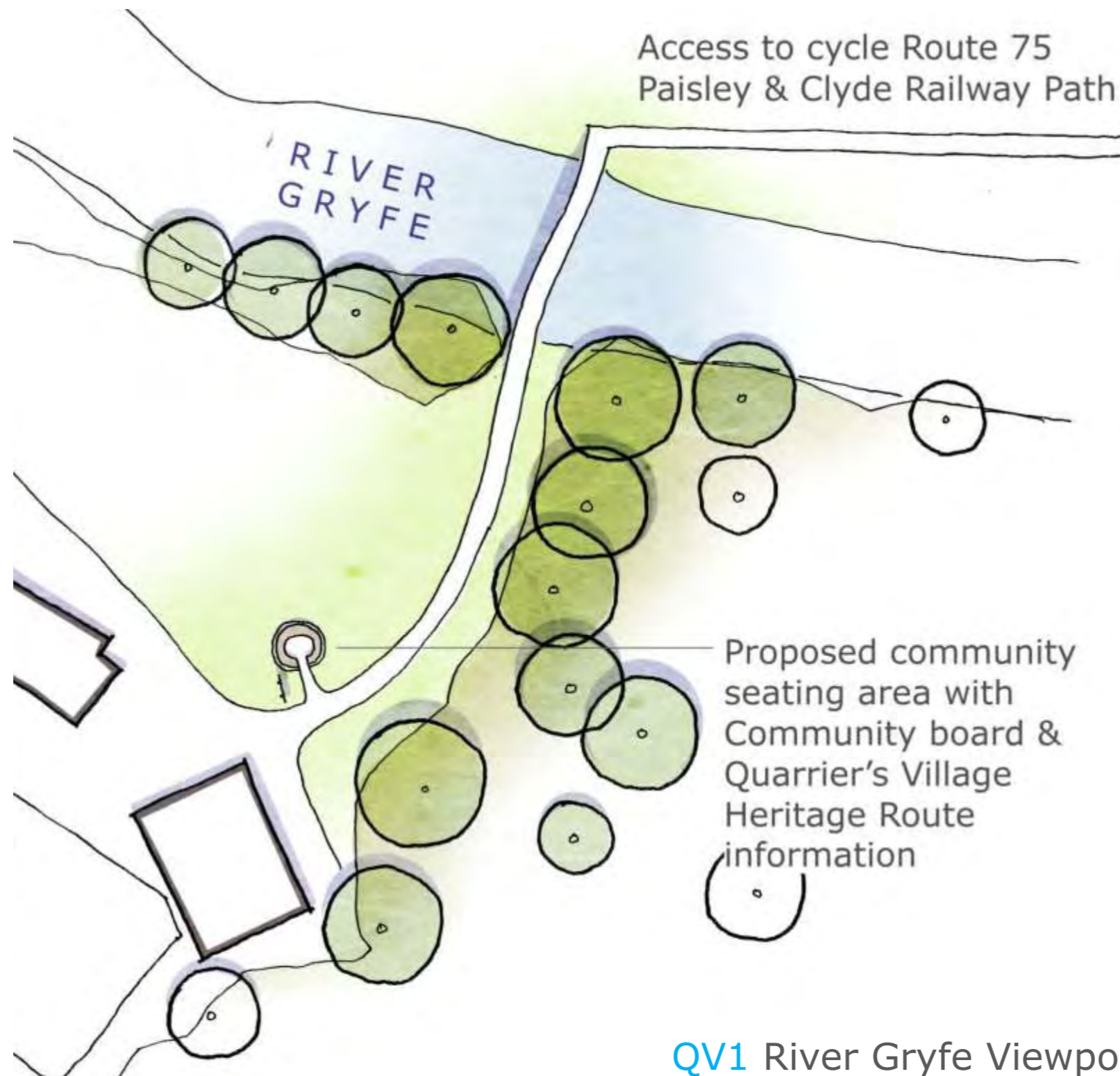
QV2  
Community Seating & Notice Board

Faith Avenue

QUARRIER'S VILLAGE



# 4.7 QUARRIER'S VILLAGE



## COMMUNITY SEATING & NOTICE AREA

### Aims & Objectives

- Create arrival point for cyclists on NCN R75
- Promote wider connection to core paths/ cycle routes
- Introduce seating areas which provide heritage information
- Stimulate interest in unique setting

### Key Elements

- Introduce high quality seating
- Provide interpretive signage
- Introduce area overlooking River Gryfe

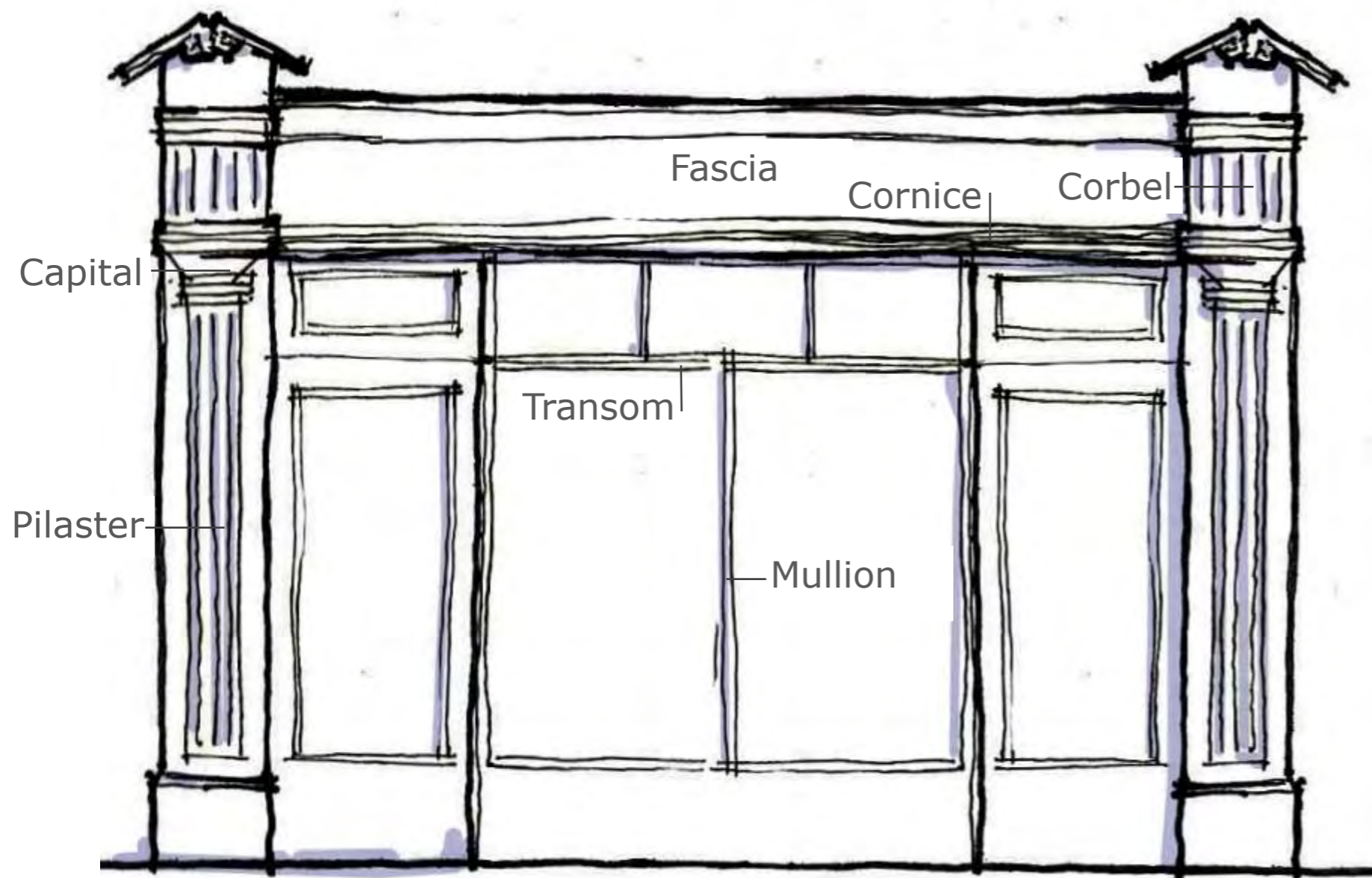
QV1 River Gryfe Viewpoint







# 4.8 SHOP FRONTAGE IMPROVEMENTS



## Aims & Objectives

- Promote & encourage good shop front & advertisement design
- Invest in town centres & retail cores
- Protect heritage areas and support conservation

## Key Elements

- Respect historic pattern of elevations
- Appropriate scales and composition
- Reflection of architectural style
- Researched and designed elements; fascia, cornice & capitol, consoles & corbels, pilasters, stallrisers, windows and doors.







# 4.9 GENERAL ITEMS



- General improvements to street finishes
- Identification of redundant, disused & blighted buildings through & associated feasibility study
- Feature illumination of key/historic public buildings
- Town centre wayfinding strategy / introduction of quality signage to aid local centre connectivity & visitor experience.
- iSigns located at key nodes providing internet access and information for visitors and residents





# WAYFINDING



# CONNECTIVITY

