

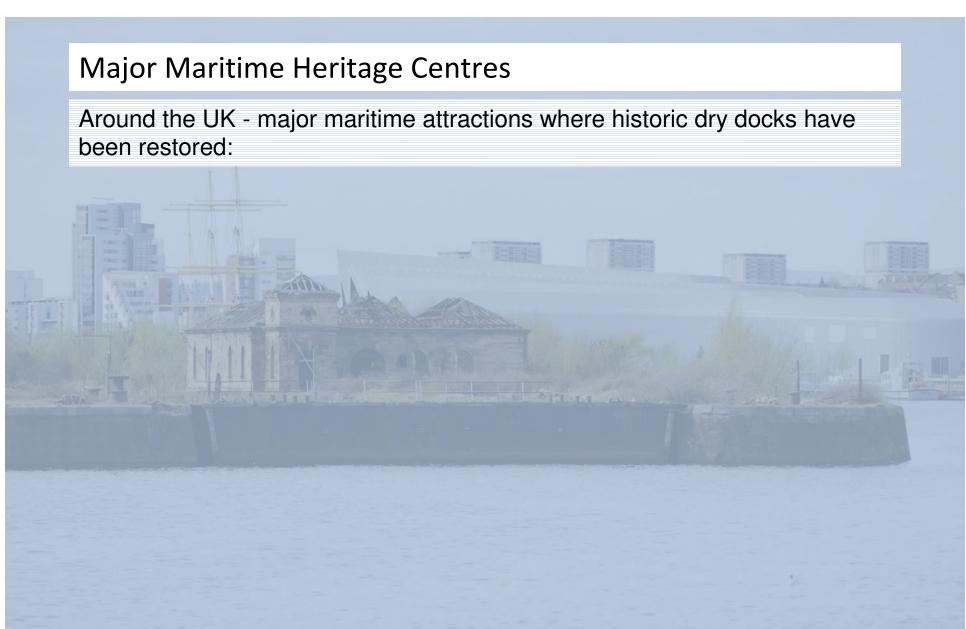




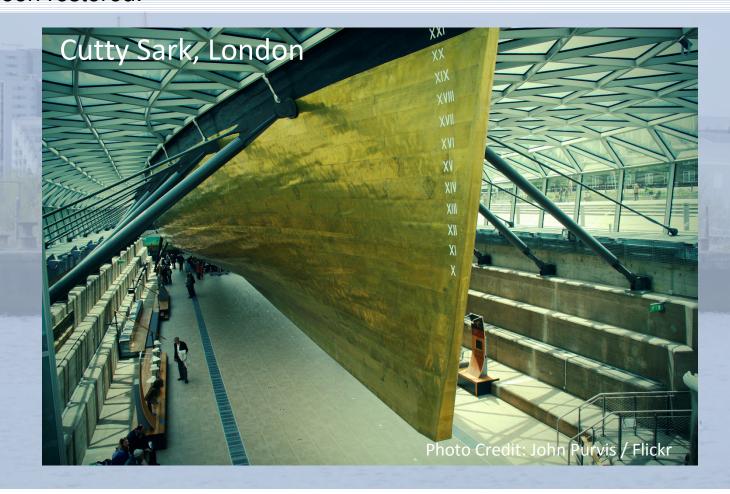
Background of CDPI

- A non-profit organisation, based in Govan, working for protection of maritime heritage assets on the Clyde
- Main focus is the derelict Glasgow dry dock site Govan Graving Docks
- Management team of four directors, a pool of volunteers and expert advisors - some from major blue chip companies
- Our recently appointed Technical/Planning Director formerly Project Manager for delivery of the Kelpies project at Falkirk
- ➤ Since setting up in 2015 we have received an estimated £150k worth of pro-bono work, volunteers time and services in kind















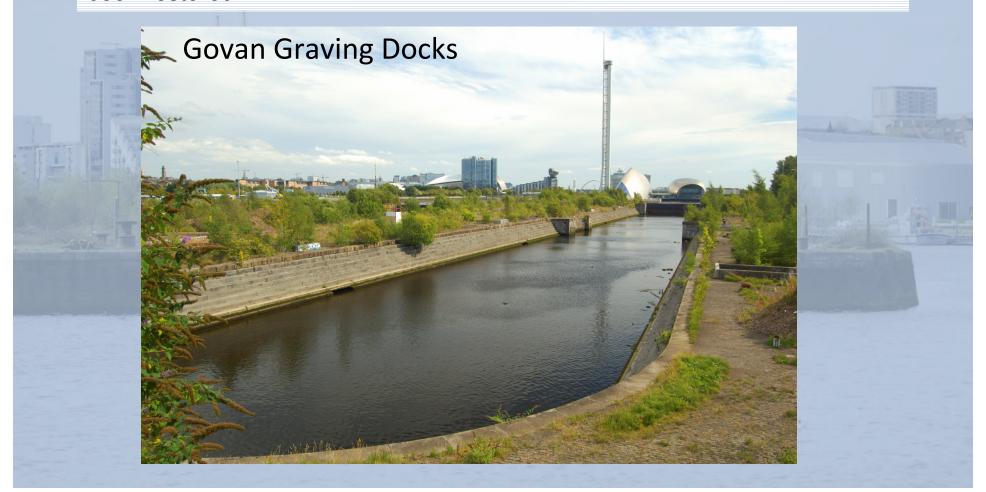




Around the UK - major maritime attractions where historic dry docks have been restored:

What do we have in Glasgow - on the river that once built a fifth of the world's ships?





Working to protect the future of historic dock sites on the tidal River Clyde





Background of Govan Graving Docks

- ➤ Built in the late 19th century with dry dock walls of hand-carved granite
- Dry docks 1 and 3 deepest in Britain when opened
- The only historic dock site on the upper Clyde not filled in for modern developments
- The site has been derelict since the docks closed down in 1987
- Described by Historic Scotland as "an outstanding graving dock complex without parallel in Scotland"
- The dry docks and the only remaining pump house building are A-listed



Background of Govan Graving Docks

In November 2016 CDPI published a detailed report (with >60 reference sources) on the planning history of the Docks...

The report looked at past housing and commercial proposals and drew conclusions relating to current plans being developed by New City Vision...



Current Housing / Commercial Proposals

- ➤ A July 2016 EIA Screening Opinion application to Glasgow City Council indicated intention to build 600 homes, 195 room hotel and 7,500m2 of offices
- ➤ GCC decided a full Environmental Statement would need to accompany any planning application
- ➤ In January 2017 NCV have announced plans for 750 homes on the site
- Only 100 of these would be "affordable homes"



Current Housing / Commercial Proposals

- We have looked at these figures in the context of previous abandoned plans
- ➤ It is claimed in current plans that there will be a lot of "public realm" space and dock basins will be retained and restored



Previous Housing / Commercial Proposals

- ➤ In 2002 City Canal Ltd (a joint venture of Windex Ltd and current owner Bishop Loch Developments) submitted a masterplan proposal to Glasgow City Council Development and Regeneration Services (DRS)
- ≥ 2002 plan was for 430-530 homes, 300 room hotel and up to 11,500m2 of offices
- ➤ Enabling infrastructure costs for the proposal were estimated at £24M
- ▶ DRS proposed a GCC partnership with City Canal to contribute £7M towards the infrastructure costs from ERDF



Extract from a 2002 DRS report on the City Canal proposal:

"2.3 The initial technical investigations which City Canal Ltd have undertaken have identified exceptionally heavy enabling infrastructure and site preparation costs — including the existence of contaminated land, the poor condition of quayside walls, and other structures and the heavy costs of service provision etc. These costs are likely to increase as further technical investigations are undertaken, and are considered to pose a significant threat to the implementation of the development proposal." [5]



Previous Housing / Commercial Proposals

- ERDF funding offer was later withdrawn
- "City Dock" plans were revised in 2004 retaining the core elements and overall footprint of 2002 plan
- ➤ More housing added (1,039 homes), hotel plans dropped and office space apparently scaled back
- ➤ Both 2002 and 2004 plans included infilling of the tidal basin and basement car parking inside 2 of the dry docks



City Dock Masterplan

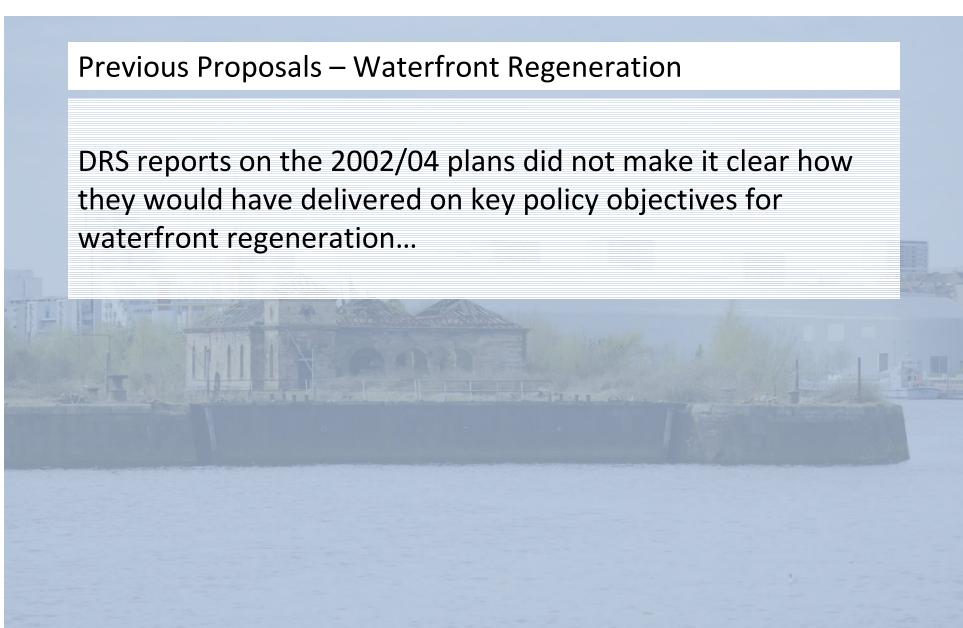




Previous Housing / Commercial Proposals

- The current housing proposals suggest a development with similar number of units to 2002/04 masterplans
- ➤ How would this be achieved without similar building density and while retaining all four dock basins?
- Question of how the enabling infrastructure costs will be met remain unanswered







"Promote greater biodiversity and environmental sustainability through the expansion of the City's Green Network along the River corridor"

"Reinforce the character and containment of Govan Road through the introduction of buildings of an appropriate scale and mass"

"Identify and promote Glasgow's 'River Clyde' as a visitor/leisure destination on the UK canal and maritime network"

"Encourage the imaginative redevelopment of Govan Graving Docks to fully exploit the sites unique architectural and maritime heritage"

"Promote the River Clyde as an asset of national importance"



Housing Market Conclusions

- ➤ A housing development would need to be at the high end of the market to absorb infrastructure costs
- Risks in a private housing development are clear and call viability into question
- Questions arise over how a project of this nature would be funded
- Would banks or other commercial investors expecting a ROI be prepared to back such a risky venture?



Housing Market Conclusions

- ➤ Overall cost per home of *City Dock* plan estimated as high as £200k at 2015 figures adjusted for inflation
- > The average property value in Govan is approx. £90,000
- City Dock if implemented could have led to the "gentrification" of this area of Govan
- Experiences throughout the UK show gentrification often leaves existing communities marginalised



Housing Market Conclusions

- ► Land Banking: Connected companies have held onto Govan Graving Docks since 1999, while it has continued to deteriorate
- Since the docks closed the site has never been sold on the open market
- ➤ Is the short-medium term aim is to increase the balance sheet value of the asset by gaining speculative planning consent?
- Some suggest the site is of nil value at present



Public Policy Implications

- ➤ Housing developments are often hailed as creating jobs however these are only short-term
- ➤ There is no evidence of consistent or coherent public sector strategy to encourage Govan Graving Docks brought back into use
- A 2002 DRS report stated a key policy aim was the "accommodation of national visitor attractions and capitalising on the industrial heritage of the river"
- ➤ We have an opportunity in Glasgow to attract large numbers of vessels into the city to bring the river back to life this seems to have been actively discouraged as a matter of policy



Public Policy Implications

- ➤ Potential opportunity to develop a maritime quarter in the Govan/Partick/Stobross area that could rival Greenwich
- Requires innovation and coherent entrepreneurial thinking
- Ideally a broad range of coherent initiatives with social good as the common underpinning strategy
- The appropriate vehicle for this would be a collaborative community of *social enterprise* type ventures



Planning History

- ➤ There is no precedent for housing development of Govan Graving Docks receiving detailed planning consent or listed building consent
- An application for housing/commercial redevelopment of Govan Graving Docks by Windex Ltd was refused planning consent by Glasgow District Council in 1990
- In 1989 a Repair Order had been served on Windex for restoration of the dry docks and buildings alongside a CPO bid by the Clyde Ship Trust



Planning History

- ➤ Windex were in partnership as the project manager for a commercial redevelopment with Zenta Engineering the parent company of Clydedock Engineering who operated the docks until they closed in 1987
- Windex were given a pre-emption right to buy the site in 1989, which they transferred into City Canal Ltd a decade later



Planning History

- Full planning consent and listed building consent were granted to the Clyde Ship Trust in 1993 to develop the site as a maritime museum
- Clyde Ship Trust plan would have used the docks to exhibit historic ships
- ➤ Also granted to the Clyde Heritage Trust in 1997 as part of Glasgow's bid for the Royal Yacht Britannia
- ➤ This establishes two precedents of consent for a maritime heritage centre



Listed Building Issues

- The dry docks and the pump house are A-listed
- Listing places obligations on the owners to maintain the condition of the structures
- There is a title deed condition imposed by the Clyde Port Authority obliging owners to maintain quay walls at their own expense
- ➤ Section 45 of the regulations on listed buildings establishes grounds for a CPO with direction for minimum compensation if deliberately left derelict

Working to protect the future of historic dock sites on the tidal River Clyde





Heritage and Conservation Opportunities

- The only historic site in Glasgow where it would be possible to create a major maritime visitor attraction
- ➤ More central/accessible location than other candidate sites in West Dunbartonshire and Inverclyde
- ➤ It is unlikely a major maritime visitor attraction could exist on a single site with a major housing development
- ➤ If NCV plans go ahead the opportunity to create a major maritime tribute in Glasgow will be lost



CDPI Proposals

- Restoration of the entire site as a maritime park
- Nature park area on the land around the tidal basin with habitat for aquatic wildlife created in the basin
- Restoration of at least one dry dock for historic ship restoration and replica projects
- Design competition for architecture students to produce masterplan proposals for a maritime park



CDPI Proposals

- ➤ Competition entries and stakeholder feedback used to inform the preparation of a final masterplan aim to present to Glasgow City Council by end of 2020
- Process cannot be rushed, time needed to get things right
- Whatever Glasgow City Council decide to grant planning consent for - the city will have to live with for a very long time



A Maritime Centre

- Propose to restrict addition of permanent buildings to Govan Road edge
- ➤ Free standing structures used elsewhere potentially modular, adaptable and able to be rearranged to meet changing needs
- Retention/preservation of all original cobblestones, crane tracks, capstans and other artefacts
- Carbon neutral target strategy and use of sustainable, domestically sourced materials wherever possible
- ➤ Looking at the context of modern maritime & marine industry as well as history and heritage



Community Driven

- Strategy is wider than just maritime heritage.
- Aim to create a collaborative hub community for social enterprises and cooperative franchises
- ➤ Priority given to young and unemployed people from the area setting up their own micro-businesses with support and mentoring from a range of agencies
- Space(s) for visual & performing arts and seasonal events
- Opportunity to bring quality, <u>long-term</u> jobs into Govan



Charitable Purposes

- Aim to take into ownership of an independent charity
- Ensure any profit from operation of the park is reinvested in the charity's purposes including the long term maintenance of the historic structures
- A new charity Govan Docks Maritime Park SCIO (Scottish Charitable Incorporated Organisation) has been set up
- ➤ This will avoid undue political interference or commercial influence over the maritime park



Charitable Purposes

- ➤ Grant funding would be able to contribute to restoration of the site
- CDPI have identified several appropriate funding sources contingent on charitable status
- Indefinite protection from commercial redevelopment and protect the site for future generations
- Social enterprise and cooperative franchises would be able to rent space below commercial market levels



Sustainable Shipping

- Emerging opportunity to include a facility for building and servicing wind-powered, emissions-free cargo sailing vessels for small consignments
- Dutch company Fairtransport (www.fairtransport.eu) operate a fleet of traditionally styled sailing ships for transporting non perishable goods and for sail training
- ➤ Could provide a centre for traditional skills preservation and create a *business* and economic case for dry dock restoration



Sustainable Shipping

- ➤ Would bring civilian shipbuilding back to Govan as an integral part of a major visitor attraction
- ➤ The team behind the Cutty Sark replica proposal had identified Govan as a candidate location
- Cutty Sark 2 would be an operating sailing ship for small cargo and volunteer sailing opportunities (www.cutty-sark.org)
- Opportunities for collaboration with other port cities



Survey Research by CDPI

- > 54% of respondents most favoured a maritime heritage centre
- 23% most favoured a working dry dock
- > 3.2% most favoured housing / mixed use housing and retail
- > 93% would like to see at least one dock restored to working order
- > 92% expressed opposition to housing development



Survey Research by CDPI

Importance of strategic factors in restoration of Govan Graving Docks

| Canal Canal | Factor | Scale Rating 4+5 (Important) | Rating 1+2 (Not Important) |
|-------------|---|---------------------------------|-------------------------------|
| | Preservation of maritime/shipbuilding heritage | 96% | 0.5% |
| 7 | Bringing long term skilled/technical jobs into the area | 75% | 8% |
| | Creating trading/franchise opportunities and/or a co-work hub for small business and social enterprises | ing 50% | 19% |
| | Providing new housing supply | 14% | 67% |
| | Creating a visitor/tourism attraction to bring visitors into the area | ne 84% | 1% |
| 5 | Completing the pedestrian thoroughfare along the waterf | ront 77% | 2% |
| | Providing a habitat for urban wildlife | 51% | 16% |
| | Creating a centre for arts and culture | 47% | 26% |
| | Ensuring infrastructure is preserved for maritime industry development on the Clyde | 81% | 5% |







Sources for Further Information

CDPI Report on the Planning History of Govan Graving Docks www.cdpi.org.uk/case_studies.htm

Maritime Park Proposal for Govan www.cdpi.org.uk/heritage-park-proposal.htm

Govan Docks Maritime Park (SCIO) www.govandocks.wordpress.com



