

DUNOON WATERFRONT PROJECT – DRAFT PIER STRATEGY

1. SUMMARY

- 1.1 This paper outlines the progress, findings and key outcomes of the Draft Dunoon Pier Strategy and seeks approval of the forward approach.

2. RECOMMENDATIONS

- 2.1 That the Board notes the key outcomes of the Draft Pier Strategy.
- 2.2 That the Board reviews the Draft Pier Strategy and provides comment to the design team Project Manager.
- 2.2 That the Board agrees that resources are sought to progress the key findings of the Pier Strategy to report to Full Business Case.

3. DETAIL**3.1 Pier Strategy Scope**

As part of the Dunoon CHORD Waterfront project the design team have taken forward the brief as defined in the Project Initiation Document which was approved by the Project Board and the Programme Management Board in May 2010 and the Executive in June 2010.

The development of a strategy for Dunoon Pier was included as one component of the project. It should be noted that no capital funds are allocated to the pier from the £8.3M CHORD allocation and the tasks taken forward as part of this component relate to the development of a strategy only.

3.2 Background

Dunoon Pier is a timber structure which sits in a prominent position on the waterfront to the south of Dunoon Town Centre. Its current form evolved from a need to cater for steam ship traffic and until the end of June 2011 it served as the landing point for the Gourock – Dunoon vehicle and passenger ferry. The pier and its buildings have served in various forms and for various functions for over 150 years and today still act as a landmark feature reflecting the history of the town.

Historic Scotland have reviewed the listing, consulted with Argyll and Bute Council and are currently processing a revision from category B to category A listed status, due to the rarity and national significance of the structure.

3.3 Structural Review

Based on the detailed study of existing information and reports produced over the last 15 years it appears that the condition of each of the four main structural member types is as follows:

- Piles – many thought to be sound other than outer skin. Some eroded at tidal level and seabed will require strengthening work. Attack from marine borers may be a hidden problem

requiring closer study.

- Bracing – many thought to be sound in timber but the steel pin end connections are very corroded and likely to require replacement. Some bracings have already failed – requiring replacement.
- Deck Beams – deck beams are reported to be life expired and in need of replacement.
- Timber Deck – the deck is softwood and large areas of the deck have been reported to be in need of replacement.

Although the study has reviewed the existing information it is important to note that further investigation of the pier structure is essential to provide further information on the condition of each of the components.

It should be noted that all cost estimates relating to the remediation or maintenance of the pier have been derived from reports prepared over the last 15 years. The accuracy of the extent of repairs and the reliability of the individual repair costs cannot be tested and further work is required to provide more reliable estimates.

3.4 Pier Options

A high level appraisal of the range of structural options has identified two preferred broad strategies which could be taken to a more detailed technical study. The review included consideration of:

- Do Nothing – Ongoing Maintenance
- Full Demolition
- Full Timber Pier Retention
- Partial Timber Pier Retention (two options)
- Sheet Piling (three options)
- New Timber Pier

The following options are suggested as the preferred strategies which should be considered further in a Full Business Case.

Timber Pier Restoration – retain and restore some or all of the timber pier and buildings with the uses of the buildings and the links to the ferry service etc. to be considered throughout the study. The indicative costs for the initial repair works range from circa £3.5m to over £7m depending on the extent of retention/restoration and the uses proposed.

Steel Sheet Piling – retain a T-shaped footprint for the pier with the uses of the buildings and the links to the ferry service etc. to be considered throughout the study. The indicative costs for the sheet piling option are circa £6m to over £7m depending on the extent of works and the uses proposed.

Various uses for the pier and buildings have been considered but the range of these depends on the structural option delivered and full market research undertaken closer to the time of implementation.

3.5 The Way Forward

The draft Pier Strategy report has been issued to the Project Board for review and comment prior to wider distribution.

As there will be a period of time when the existing structure and buildings will remain in their current form it is suggested that a short term maintenance plan is developed by Argyll & Bute Council in discussion with Historic Scotland to maximise the potential for the protection of historic

features prior to any other works being taken forward.

The key actions which are required to take the options for the pier forward through a Business Case process are;

- Structural surveys and testing
- Outline structural design and repairs investigation
- Consultation and planning strategy
- Market research on pier and building uses
- Contractor research and detailed costing
- Funding discussions and applications

4. IMPLICATIONS

POLICY	The Pier Strategy was developed as a component of the CHORD Programme. The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy.
FINANCIAL	The resources required to progress the Full Business Case require to be identified.
PERSONNEL	The resources required to progress the Full Business Case require to be identified.
EQUAL OPPORTUNITIES	An Equalities Impact Assessment would require to be undertaken.
LEGAL	Any legal resources would require to be identified as part of the overall resource allocation to progress the Full Business Case.

Robert Pollock
Development and Infrastructure Services, Head of Economic Development and Strategic Transportation
15 November 2011

For further information - please contact Nicola Debnam, CHORD Programme Manager
Development and Infrastructure Services, Economic Development and Strategic Transportation
01546 604120