

## **Oban Bay CHORD Funded Regeneration Projects: Concept Design for the North Pier Maritime Visitor Facility**

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### **1.0 The Context**

In September 2013, Capita and Oberlanders were appointed, after a competitive tender exercise, to take forward design and deliver proposals for two separate but related projects on behalf of the Council:

- 1) The White Building project, now known as the North Pier Maritime Visitor Facility; and
- 2) Oban Bay Public Realm Enhancement Scheme.

Following a site review, including topographic and building surveys, and consultation exercise they have now prepared concept design reports for each of the separate, but related projects.

**This report is for the North Pier Maritime Visitor Facility** and explains the design process and options considered prior to making a final recommendation of a concept design that:

- a) meets the terms of the initial brief;
- b) can be provided within our tight budget parameters;
- c) can be delivered 2014 – 2016; and
- d) offers flexibility for longer term strategic/ regeneration projects in the wider Oban area.

Members are being asked to approve the recommendation made in the attached concept design report (See Annex 1.1) to enable the consultant to progress with detailed designs for the recommended option.

Detailed design for the recommended option will enable planning applications and detailed cost plans to be worked up along with a Full Business Case (FBC) for each project. A project programme is attached (See Annex 1.2). This will be updated monthly once agreement is given to move forward to the next stage.

### **2.0 Recommendation**

It is recommended that the OLI Area Committee:

- agree to the consultants moving forward with the recommended concept design -option 5 in this report - to detailed design stage ( RIBA Stage 3);
- agree to the consultants carrying out more detailed design and technical work than would normally be required at this stage

whilst within the overall approved design fee, to enhance the full business case, reduce the risks associated with the next stage of the project and allow for an earlier construction start;

- agree to programming option 2(see Annex 1.2),as this allows for the earliest delivery of the project, with demolition of the White Building in January 2015 and a project construction period from January 2015 – August 2015, assuming approval of a full business case in September 2014;
- note that a planning application will be submitted for the detailed design during June 2014 to allow for a Full Business Case to be brought to the OLI Area Committee/Business Day and Full Council during September 2014; and
- to agree to a special Area Committee meeting item in advance of the OLI Business Day meeting on 10<sup>th</sup> September, 2014 to consider the full business case.

### 3.0 The Project Brief

The original brief was to provide the facilities in column 1 of Table 1 below in a new or refurbished “White Building.”

Following agreement from the OLI Area Committee workshop in October, 2013 to focus the design effort on a new build solution these and further facilities could be provided, along with a more sustainable project proposal which provides a new public space and place for the visitors and residents of Oban and a pier venue for business and community events and exhibitions which can promote Destination Oban all year round.

The concept design report is attached (See Annex 1.1).

**Table 1**

<b>Brief Requirement</b>	<b>Concept Design Facilities</b>	<b>Comment re Forward Strategy</b>
Harbour Office	Harbour Office	Tailored office on pier for expanded team with facilities – financed through existing Council budgets.
	Maritime Centre Lobby	No earnings capacity.
Additional Toilets	Additional Toilets	The existing public toilets will remain. A money earner.
Additional Showers	Additional Showers	The existing public showers will remain. A money earner.
	<b>Laundry</b>	A potentially good money earner.
	<b>Left luggage facility</b>	A money earner.
Meeting and	<b>Greatly enhanced</b>	A potential money earner

greeting place	<b>meeting and greeting space/place than what asked for in brief</b>	all year round, with pricing structure designed to help cover operational and maintenance costs.
Bins and Storage	Bins and Storage	To meet current requirements.

#### 4.0 Planning and Heritage

The design team has had a regular dialogue with the Council Planning Department, which has been supportive throughout the concept design development stage. Once approval is given to move to detailed design on a chosen design option the design team will prepare a planning application. It is currently anticipated that this could be considered at PPSL on 20th August for a Full Business Case to go to OLI Area Committee on 10<sup>th</sup> September and Council on 25<sup>th</sup> September.

Informal discussions have taken place with Historic Scotland. They have advised that they are content with the recommended concept design proposals and will wish to see detail of the treatment of the junction of the external wall of the Category B listed Columba Hotel and the proposed Oban Maritime Visitor Facility building as the scheme develops. We are planning to meet with them during April.

Police Scotland has been informally consulted on the design concepts and has expressed support for the proposal and a new events space located on the North Pier.

#### 5.0 White Building Tenancy

The White Building and the Pier are Council owned assets.

The current tenant of the White Building has been involved with the project team since the outset and is very supportive of the concept plans and the enhanced community focus.

Under the terms of the lease the Council is obliged to give the tenants one month's notice.

In the knowledge that the aim is to begin work on site by January 2015, the tenant is actively exploring plans to re-locate. We are in a regular dialogue.

#### 6.0 Access and Car Parking

We have been in regular discussion with our Roads colleagues who have been supportive throughout the concept design development stage. Once approval is given to move to detailed design on the chosen option we will firm up on design, CCTV and signage issues and liaise over adjacent access issues.

Our proposal involves the loss of 7 parking spaces from the current North Pier.

We are advised that our proposal does not impinge on the access

rights of pier users and occupiers. This has been verified by the Harbour Master who has also been involved in the design development from the outset.

We understand that the design proposal conforms with the access rights identified in the long term lease of the Old Pier Building for restaurant use – currently EEUSK and Pizzeria. The leaseholders have been consulted throughout the design development phase and have indicated no significant concerns to date.

## **7.0 Ongoing Maintenance and Management**

This is a critical issue which will make or break the capital investment and needs to be an integral part of the final detailed design. Once we have a preferred design option to focus on we can investigate a number of options as part of the full business case preparation.

Delivery models to be explored will include:

- Council North Pier Maritime Services
- Local event management company – private/not for profit
- Local maritime organisation – private/not for profit
- Local town centre/waterfront management company
- Combination of two of the above
- Lease/purchase/operating agreement models

## **8.0 Relationship to North Pier TIF Proposals**

This CHORD funded project will be the first step towards delivering the North Pier Maritime Quarter. It will set a tone for future investments. It will not inhibit delivery of the other projects proposed. It is scheduled to be completed during 2015. The TIF investments are scheduled for delivery during 2016.

We expect the public realm design principles to be applied to the future TIF project in order to provide a coherent design strategy and enhance visual impact.

## **9.0 Programming**

The attached chart in Annex 1.2 indicates the current programme proposed. This will be updated regularly and included in monthly update reports to the OLI Area Committee following approval to undertake detailed design.

## **10.0 Cost Estimates**

The recommended concept design option has been costed by the consultants and is anticipated to be deliverable within the available budget, inclusive of consultancy fees, contingency and preliminaries.

Confidential information on estimated costs for each option explored along with estimated maintenance costs is supplied in Annex 1. 3. As

an excluded item.

## **11.0 Conclusions**

This report, the concept design report and programming document provide members with the information to enable a decision to proceed from concept (RIBA Stage 2) to detailed design stage(RIBA Stage 3) for the preferred option presented in the report.

## **12.0 IMPLICATIONS**

### **12.1 POLICY**

The delivery of the TIF and CHORD Programme fits with the Council's Corporate Plan, SOA and approved Development Plan policy for town centre regeneration.

### **12.2 FINANCIAL**

The Oban Bay/Harbour CHORD Interim Business Case has approved £1.84 million; additional approvals are required to drawdown remaining monies.

### **12.3 LEGAL**

Each of the CHORD projects requires differing levels of legal resources to ensure their timely delivery.

### **12.4 EQUALITY**

An Equalities Impact Assessment has been undertaken for Oban Bay Harbour

### **12.5 CUSTOMER SERVICE**

Please see Programme Plan

### **12.6 RISK**

Please see Programme Plan

Fergus Murray  
Economic Development  
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13<sup>rd</sup> March, 2014

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