

**HELENSBURGH WATERFRONT PROJECT**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Argyll and Bute Council are developing the waterfront at Helensburgh to replace the existing swimming pool and to provide environmental and amenity improvements in the area. Full planning permission is in place. The proposed Helensburgh Waterfront Development will have an impact on the current parking provision within the town centre both during construction and once the pool is operational.
- 1.2 With the introduction of additional parking in Grant Street car park and on Station Road, together with other mitigation set out in the report, it is considered that there is sufficient parking capacity within Helensburgh to accommodate current parking demand during the construction phase (which will remove a number of parking spaces from the Pier Head to allow construction work to be carried out). It is also considered that there will be sufficient parking provision in the Town Centre once the waterfront development has been completed. This report provides detail of the existing provision and proposals to mitigate the impact of the development during the construction phase and post construction.
- 1.3 Officers recommend that Members note that:
- i. With the addition of Grant Street car park and further spaces on Station Road, the demand for parking can be met within the remaining town car parking capacity during the construction phase
  - ii. and that parking demand and availability will be monitored during and post works.

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### 2.0 INTRODUCTION

- 2.1 This report provides Members with information on the proposed mitigation measures which are intended to address the parking issue, as far as practicable, during the Helensburgh Waterfront Development construction phase.

### 3.0 RECOMMENDATIONS

- 3.1 Officers recommend that Members note that:
- i. With the addition of Grant Street car park and further spaces on Station Road, the demand for parking can be met within the remaining town car parking capacity during the construction phase
  - ii. and that parking demand and availability will be monitored during and post works.

### 4.0 DETAIL

- 4.1 The Council's Planning Protective Services and Licensing Committee granted full planning permission, subject to conditions, for the Helensburgh Waterfront Development at its meeting held on the 23 January 2019. Condition 3 of the planning permission required that:

No development shall be commenced until the following plans and particulars have been submitted to and approved in writing by the Planning Authority in consultation with the Head of Roads and Amenity Services. Thereafter the development shall be implemented in accordance with the approved details. Such details shall incorporate:

- (i) A detailed construction method statement including the construction phasing and the material delivery plan.
- (ii) The interim car parking arrangements to address the loss of existing parking provision during the construction phases.

This report provides detail on the proposed interim parking arrangements during the construction phase.

- 4.2 The current facility at the Pier Head has capacity to accommodate 336 car parking spaces and 9 coach/HGV bays. To support the planning application a report was prepared to consider the implications this reduction would have on Helensburgh as a whole.
- 4.3 The following should be considered:
- For a number of years an area of the car park which would support approximately 105 parking spaces was unavailable for public use as it was used to accommodate a fun fair.
  - A second location within the centre of the car park is prone to flooding and was previously used for circa 2 years as a contractor's works compound. This area supported circa 110 bays.
  - Due to the above, the existing car park, historically only provided 336 available spaces out of the total potential 551 bays.
  - There is parking capacity within other Helensburgh off street car parks which is capable of accommodating and displaced parking from the waterfront development. Details are provided in paragraphs 4.7 to 4.13.
  - Helensburgh town centre is well served by public transport and there is opportunity for modal shift to take place from car to public transport. This would have the potential to free up additional capacity for parking.
- 4.4 It is recognised that the non-charging area of the existing car park is well used and, while not at capacity on a daily basis, it does support commuters, the town centre businesses and shops.
- 4.5 The non charging car parking area has the capacity to accommodate approximately 200 cars. The area provided to facilitate the coach/HGV parking is a charging area, however, due to a combination of the imminent redevelopment and the poor condition of the ticket machines (which are proposed to be changed post construction works) there is currently no charging for this facility.
- 4.6 Representation was received regarding a number of issues on the run up to the planning application being determined. One of the specific themes of the representations was the displacement of parking provision and the loss of the free car parking facilities through the construction phase (circa 200 free parking spaces). Helensburgh Community Council and the Chamber of Commerce have also voiced concerns in respect of coach parking being reduced. The following mitigation proposals detail how this can be accommodated within the current capacity in and around Helensburgh.

## **Mitigation**

- 4.7 At the time the most recent parking survey was undertaken, the new Grant Street Car Park was not open and the additional parking on Station Road had

not been identified. The combined additional parking spaces for both sites equates to 101 bays. This additional parking provision improves the situation from that reported in the earlier parking survey. The following provides detail of identified additional parking provision:

#### **Grant Street Car Park**

- This new parking facility has recently been developed with the aspiration to introduce a charge for the facility as part of a joint piece of work with SPT. This will also include the opportunity to reimburse the car park charge should commuters use the local train services.
- At present the charging ticket machines have not been installed. The car park has the capacity for 53 vehicles. Discussions are ongoing between SPT and Argyll and Bute Council in regards to the tariff structure and management arrangements.

#### **Station Road near Craigendoran Railway Station**

- The current non-charging area within the Pier Car Park supports commuter parking. To cater for a proportion of the lost parking within the Pier Car Park, 48 parking spaces have been identified and marked on the north side of Station Road.

- 4.8 Maitland Street Car Park has 25 standard bays, however, the car park has low occupation rates. Despite the charging period being Monday – Sunday, 9.00 - 18.00 hours, the average income over the last 2 years has only been £1,898 per annum; which equates to £5.20 per day or approximately 0.6 bay used per day.
- 4.9 The car parking study confirmed that Sinclair Street Car Park does not operate at capacity (max. usage 80%). This car park accommodates 100 standard bays, 8 disabled bays and 1 motorcycle bay. In light of the study's findings, there should be a minimum of 20 available bays available in this car park.
- 4.10 Officers have engaged with Helensburgh Community Council and the Chamber of Commerce who have expressed their concern in respect of the loss of the current coach parking stating this will severely affect businesses within the town centre. Observations confirm that a limited number of coaches utilise the Pier Car parking area, although local school transport buses use the pier car parking area during the day. A swept path analysis of the car park has been carried out which confirms the site would not adequately support coach parking due to the limited area for manoeuvring as well as a reduction of a minimum of 26 pay and display spaces. The town centre parking review by AECOM Limited does mention Princes Street near to Helensburgh Central Station as a possible coach parking area. Officers have looked at this again and would support a Coach Parking Area on the south side of East Princes Street just east of the train station for the phase one period of the Waterfront development. There would need to be consultation with local residents and nominal cost would be incurred to line the area and place two signs. These costs could be accommodated within existing budgets.

- 4.11 During the early phase of construction it is expected that an area along the front and to the east side of the existing swimming pool can be retained as a parking area. It was previously reported that this area would have the capacity to support circa 150 spaces, however due to the Electricity Sub Station now being built in phase 1 this will reduce by approx. 20 spaces to 130 spaces. This area includes the current 116 pay & display bays and 14 non-charging bays. This, alongside the other identified capacity noted above, reduces the headline loss of 200 bays to 60 bays, summary table below.

<b>CAR PARK</b>	<b>Number of Spaces (Gain + / Loss -)</b>
Pier Car Park (Non Charging)	-220
Grant Street Car Park	+53
Station Road	+48
Maitland Street Car Park	+25
Sinclair Street Car Park	+20
Pier (Retaining 14 bays out of the 200)	+14
<b>TOTAL</b>	<b>-60</b>

- 4.12 In consideration of the identified capacity above, the net loss of parking spaces is reduced to only 60 bays. Taking account of the car parking report which recognises that the existing off street and on street parking provisions within the town are not at capacity, this shortfall can be accommodated during the construction phase. On completion of the new swimming pool and associated car park the parking will relocate to this area and the demolition of the existing swimming pool will commence. Condition 4 of the planning permission notes:

*No public use of the building shall commence until a minimum of 155 parking spaces (including disabled spaces) and all vehicular servicing areas associated with the operational use of the building have been provided in accordance with the details hereby approved. Thereafter the remaining parking spaces shall be provided within 12 months of the building being first brought into use.*

Reason: In the interests of roads and pedestrian safety and to ensure that there is sufficient parking to support the leisure facility and town centre.

- 4.13 Although not available for use during the week, the availability of additional parking at weekends in both the Civic Centre car park (53 standard bays and 5 disabled bays) and also the staff/visitor overspill car park adjacent to Grant Street Car park (providing 46 standard bays) should also be given due cognisance.
- 4.14 As with any development which will have the potential to change parking demand officers will monitor available parking availability both throughout the construction phase and post construction of the waterfront development. Further reports will be presented to committee regarding parking demand and availability.

## **5.0 CONCLUSION**

- 5.1 Officers recommend that Members acknowledge that the demand for parking can be met within the remaining town car parking capacity during the construction phase.

## **6.0 IMPLICATIONS**

- 6.1 Policy - none known
- 6.2 Financial - all costs can be accommodated from within existing budgets
- 6.3 Legal - none known
- 6.4 HR - none known
- 6.5 Equalities / Fairer Scotland Duty - none known
- 6.6 Risk - none known
- 6.7 Customer Service - none known

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