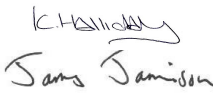

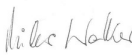


CONTROL SHEET

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Non Technical Summary

1.0 Introduction

1.1 This Non-Technical Summary (NTS) has been produced by Fairhurst on behalf of Riverside Inverclyde. It accompanies an Environmental Statement (ES) which has been submitted in relation to a planning application for the first phase of a programme of regeneration activity in and around Gourock Pierhead. This first phase consists of the following development, which for the avoidance of doubt and hereafter is referred to as “the Proposals”:

- Streetscape improvements along the south side of Kempock Street;
- Realigned pedestrian and vehicular access junctions to the railway station and Kempock Street car parks;
- A new vehicular access junction to the station car park at the south east edge of the site;
- Environmental improvements, soft landscaping and hard landscaping throughout the site;
- Reconfiguration of the two car parks;
- A new area of open space / public realm at the northern corner of the station car park;
- A new road on ‘reclaimed land’ across the existing beach area, supported by rock revetments, joining the two car parks, creating a one way traffic movement system through the town centre and extending the Kempock Street car park; and
- A new slipway for recreational access to the sea.

1.2 The purpose of the NTS is to summarise the findings of the ES in a non-technical manner. An ES is a document prepared following an Environmental Impact Assessment (EIA) which provides a systematic and objective account of the significant environmental effects to which a proposed project is likely to give rise to. This NTS should be read in conjunction with the following drawings:

- Drawing Number 1194-41 – Site Boundary;
- Drawing Number 1194-46 – Site Layout Design Development; and
- 87097/7201 – Layout and Details of Proposed Revetment Works.

2.0 The Environmental Impact Assessment Process

- 2.1 Following Fairhurst's Screening Request on 31 May 2011, Inverclyde Council issued a Screening Opinion on 21 June 2011, confirming that an ES would need to accompany the planning application. The EIA was undertaken by Fairhurst in line with Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011.
- 2.2 The Environmental Impact Assessment process is a formalised procedure for the identification of the potential impacts of a development. It presents information in a form that provides an opportunity for public scrutiny and assists the Local Planning Authority and statutory consultees in the evaluation of the likely effects of the Proposals.
- 2.3 Impacts are considered on the basis of their magnitude, duration and reversibility. Cumulative and combined impacts are also considered where appropriate and summarised within each specialist chapter within the ES.
- 2.4 Standard terminology has been used throughout the ES to describe the significance of effects, for ease of comparison. The terms used where applicable are:
- Major adverse / beneficial;
 - Moderate adverse / beneficial;
 - Minor adverse / beneficial;
 - Negligible adverse / beneficial; and
 - No significant effect.

3.0 Site Description

- 3.1 The site is located within Gourock town centre, to the rear of Kempock Street and extends around the area of foreshore / beach directly to the west of Gourock Railway Station (Please refer to Drawing Number 1194-41 which outlines the location of the site).
- 3.2 The main components of the site are two areas of car parking, the first at the railway station and the second between the buildings on the north side of Kempock Street and the Firth of Clyde. There is an area of rough, apparently previously developed land, to the north-west of the station car park, which forms the pierhead between the car park itself and the Firth of Clyde.
- 3.3 The station car park is currently accessed via a junction with Shore Street, and the western car park is currently accessed via a junction with Albert Road, at the western end of Kempock Street. Separating these two areas is a stretch of rough ground and intertidal foreshore / beach, situated on the Firth of Clyde below buildings at the east end of Kempock Street.
- 3.4 There are areas of the public highway included in the site, such as along Kempock Street and the junctions which will be remodelled as part of the proposals. Albert Road, Kempock Street and Shore Street provide the main arterial routes to, from and through Gourock.
- 3.5 The site's surroundings are a combination of established residential areas, commercial floor space along Kempock Street and the railway station.

4.0 Description of Development

Introduction

- 4.1 The Proposals will comprise of the following aspects as shown on Drawing Number 1194-46 and 87097/7201:

Streetscape Improvements along Kempock Street

- 4.2 The streetscape improvements will largely consist of alterations to parking bays and lane delineation. This will be achieved through repainting and minor physical alterations.

Realigned and New Junctions

- 4.3 The realignment of junctions will be undertaken by extending and altering the existing public highway using standard road construction methods.
- 4.4 The new junction at the south east edge of the site will be used for vehicles to access the reconfigured station car park. Again, this will be constructed using standard road construction methods. Vehicles will not be able to exit the car park via this junction. Alterations to the junctions around Kempock Place will be achieved by painting the road or undertaking other minor physical alterations.

Environmental Improvements and New Areas of Open Space

- 4.5 Public realm / open space improvements will consist of areas of new and enhanced open space, planting, soft landscaping and hard landscaping. This includes an area of open space in the northern corner of the site at the pierhead where a 'feature' public realm area is proposed. The rearrangement of the junctions will facilitate environmental improvements, especially around the junction at the south west corner of the site.

Reconfiguration of the Car Parks

- 4.6 It is not proposed to resurface the car parks. In order to reconfigure them, the painted layout will be altered to improve circulation and increase parking capacity. There will be new areas of landscaping and pedestrian circulation areas, especially in the station car park (to facilitate ease of movement to and from the station). The Kempock Street car park will be extended to the east. The station car park will also be extended eastwards to increase capacity.

New Road and Land Reclamation

- 4.7 Drawing Number 87097 / 7201 shows a typical make up of the proposed land reclamation and new road. The new road, joining the two car parks, will create a one way traffic movement system through the town centre.

- 4.8 At this stage, it is anticipated that material will be deposited to create a development platform before primary and secondary rock armour is placed in front of this platform to create the revetment. Geotextile material will be incorporated into the make up of this aspect of the Proposals. The platform will then be further upfilled and the proposed road (which will extend through the Kempock Street car park) built on top of this platform using standard road construction methods. This will create a road which is similar to nearby adopted public highways. Surface water from the new road and car park extension will be discharged to the sea via gulleys. There will be no alterations to existing sea walls other than cosmetic connections and interfaces at street level. This aspect of the Proposals will not extend beyond the Mean Low Water Springs level.
- 4.9 The general level of the extension to the car park and the new road will be approximately 4.5 to 4.8 metres Above Ordnance Datum (mAOD). A wall of 1.2 metre in height will be incorporated into the top of the revetment and between the new road and the Kempock Street car park.
- 4.10 It is likely that rock importation will be via road, and the route will be via the public highway, onto the site via the existing station car park junction.

New Slipway

- 4.11 A new slipway is proposed at the eastern end of the new road. This will allow continued access to the sea for recreational users (small boats, kayaks etc). This will be constructed in concrete and, again, will not extend beyond the Mean Low Water Springs level.

Phasing

- 4.12 The proposals will be constructed in one overall phase, with no significant pauses in the construction process anticipated. However, to avoid disruption, there will be an element of 'phasing' to ensure that as much of the facilities as possible can remain open throughout construction. At this stage, it is anticipated that the final stage of the construction phase will be the construction of the junction at the station car park.

Construction Timescales

- 4.13 It is anticipated that construction of the Proposals will commence in September 2012. The construction phase is expected to last until March 2014, a construction period of 18 months.

5.0 Planning Policy and Environmental Designations

- 5.1 Based on Scottish Natural Heritage's website (SiteLink), Fairhurst note that there are no national ecological designations in, adjacent or in close proximity to the site which have the potential to be affected by the Proposals. The western boundary of the Inner Clyde Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and RAMSAR is approximately 3.5 miles to the south east of the site.
- 5.2 It is noted from the Local Plan's Environmental Constraints Plan that the site is partially within the Gourock Harbour Hazardous Use and Consultation Zone. The Kempock Standing Stone Scheduled Ancient Monument (SAM) is located approximately 60 metres to the south of the site and overlooks Kempock Street. From online records it is noted that 44 - 50 Kempock Street (even numbers only) are B Listed Buildings.
- 5.3 Scottish Planning Policy states that the overriding aim of the Scottish Government is to increase sustainable economic growth, and the planning system plays a key role in this. The planning system should ensure that the design of new development results in places that people want to spend time in or live in.
- 5.4 The Glasgow and the Clyde Valley Joint Structure Plan 2006 identifies Gourock as a town centre to be safeguarded under Strategic Policy 1 – Strategic Development Locations. As such, Gourock is included in locations where investment should be prioritised to maximise the scale of urban renewal.
- 5.5 The site falls within various site specific allocations and is covered by policies of the Inverclyde Local Plan. These policies support the delivery of the Proposals in a sympathetic manner.

6.0 Need and Alternatives

- 6.1 The need for the Proposals is demonstrated through adopted planning policy.
- 6.2 As the Proposals involve the addition and improvement of car parking spaces to serve Gourock town centre and the railway station as well as the provision of the new eastbound carriageway to facilitate a one way traffic movement system through Gourock town centre no alternative locations were considered for the Proposals.
- 6.3 An option process has been undertaken to determine the most appropriate form of construction to provide retention to the land reclamation on the seaward face. Due to the shallow sloping foreshore the primary alternatives to the retention structure were either to provide a sloping or vertical face.
- 6.4 The option process determined that a sloping rock armour revetment was the preferred option for the following reasons:
- The cost estimate for the revetment system was significantly less than vertical faced alternatives;
 - A sloping rock armour face has good wave energy absorption properties;
 - The form of construction has fewer risks associated with it in terms of soil bearing capacity and construction methods;
 - The construction materials have a natural appearance and can create an additional habitat for marine species; and
 - The form of construction is considered more durable than the alternatives.
- 6.5 If the Proposals were not undertaken it is expected that the current congestion in this part of Gourock would worsen and subsequent regenerative benefits would not be realised.

7.0 Summary of Environmental Effects and Proposed Mitigation

7.1 An ES has been produced to accompany the planning application. The ES reports the likely significant effects of the Proposals and is summarised below.

Socio – Economic

7.2 The Socio-Economic Chapter investigates and assesses the current socio-economic baseline for Gourock and the site area, summarises the social and economic impacts that the Proposals are expected to generate, and considers whether mitigation measures over and above those covered in other Chapters of the ES are required.

7.3 The baseline is characterised by a poor pedestrian environment, poor public realm and disjointed waterfront which was once a popular visitor destination. The site is vehicle dominated within the car parks but also on Kempock Street.

7.4 Measures to mitigate the impact of the Proposals on the character of the area are set out elsewhere in this ES. It is not considered that socio-economic issues warrant mitigation measures beyond these.

7.5 Overall the impact throughout the construction phase is considered to be negligible. This is due to the disruption being temporary in nature and there also being some positive impacts associated with construction such as job creation and indirect impacts associated with the usage of facilities in the town by those employees.

7.6 The overall economic impacts of the proposed development are considered to be moderate beneficial. The increased use of the facilities on Kempock Street and in the town and the economic benefits this will bring is as a direct result of the improvements to the environment, character and sense of place.

7.7 The social impacts associated with an improvement in the local environment, public realm and linkage to the river frontage through access are considered to have a major beneficial impact.

Transport and Access

7.8 The Proposals have been assessed using national guidance for the assessment of Environmental Impacts developed by the Chartered Institution of Highways and Transportation (CIHT) and the Institute of Environmental Management and Assessment (IEMA).

7.9 The provision of a new pedestrian and cycle link from Albert Street to Shore Street alongside the relief road will provide a more attractive environment for users of this section of the coastal path.

- 7.10 Retaining the eastbound bus stop on A770 Albert Road at the swimming pool will allow bus passengers to access Kempock Street at grade within a 100m walk distance of the existing bus stop close to the west end of the retail area on Kempock Street.
- 7.11 The proposed changes to vehicle circulation arrangements as a result of the provision of the eastbound relief road are envisaged to result in minor increases and decreases in distance travelled dependent on vehicle origin point. These distances are expected to be largely compensating with no material overall increase in distance travelled by comparison with vehicles using the existing road network. A small number of vehicles exiting Kempock Place may require to travel approximately 500m further to return eastwards but this can be avoided by routing via Bath Street.
- 7.12 No issues with performance of the revised junction arrangements have been identified during the preparation of the Transport Assessment.
- 7.13 With regards to cumulative impact, Fairhurst are aware of the grant of planning permission for a new 375m² Sainsbury's Local store, warehousing and associated office space at 32-36 Kempock Street, in replacement for an existing retail outlet which currently occupies the site. The impacts of this development in traffic and parking terms are predicted to be extremely modest, given the scale of proposals which suggest a "Metro" scale of outlet providing convenience shopping as part of a linked trip rather than a larger location which would provide an attraction for new trips. Taking into account this store, there are expected to be no significant cumulative effects.

Marine Ecology

- 7.14 An assessment of the potential impacts on marine ecology associated with the Proposals has been undertaken. Developments such as that proposed have the potential to impact upon marine ecology through direct and indirect impacts including the effects on habitats and species of importance, for example protected species or those with scientific interest.
- 7.15 The Proposals extend into a small rocky intertidal foreshore on the water front at Gourock (Grid reference at foreshore centre NS241779). Due to the nature of the works, this is the only area of the Proposals that is considered to have the potential for an impact on marine ecology. As such, and in line with the agreed scope of the EIA, a detailed intertidal survey was undertaken across this area, in order to record all visible plant and animal species. The recorded plants/species were identified and assessed for significance in relation to conservation requirements, in order to make recommendations in respect of the Proposals.
- 7.16 The observed community consists of a small number of common and widespread intertidal species, none of which are considered to be of conservation importance.
- 7.17 No habitats of conservation value are present in the survey area. In areas directly affected by construction of a platform and revetment existing biota will be buried or removed, but newly-constructed surfaces will be rapidly re-colonised.

- 7.18 The highest impact rating was minor-moderate adverse and related to the impact associated with the removal or burial of community on intertidal stones; however, it is considered that no mitigation is required.
- 7.19 The impact associated with potentially contaminated soils, dusts and waters has been assessed at Minor adverse, and it is considered that this impact could be mitigated against by appropriate site management.
- 7.20 The level of impact is expected to be temporary. No long-term negative impacts on marine ecology are predicted at the parish/neighbourhood level.
- 7.21 Taking into account the findings of the desk top study and site survey, the proposed works from a marine ecology perspective could be undertaken with no significant negative impacts.

Water Environment

- 7.22 An assessment of the Proposals on coastal and sedimentary processes at the site and on the adjacent shorelines in the Firth of Clyde has been undertaken. Water quality effects associated with the Proposals have also been considered.
- 7.23 A desk study investigation into existing coastal and sedimentary process of the study area and potential impacts of the proposals has been undertaken. Overall the Proposals will result in negligible changes to coastal processes in the Firth of Clyde as long-shore movements of sediment along this part of the Inner Firth have already effectively ceased due to existing developments. Impacts of construction activities on coastal processes and sediment transport can be mitigated through design and effective construction management. However, the proposals will remove a small, existing intertidal area, the impact of which is considered minor adverse due to the current degraded nature and limited value of the intertidal area. Following a review of local committed development, cumulative impacts are considered to be of negligible significance.
- 7.24 A desk study investigation into the existing water quality of the Clyde Estuary and potential impacts of the Proposals has been undertaken. On the basis of the findings of the desk study, the Proposals can be designed, constructed and managed so that it is unlikely that any measurable impact on water quality will occur. Overall, the impact on water quality can be classified as of negligible significance. Following review of local committed development, cumulative impacts are considered of negligible significance

Hydrology and Flood Risk

- 7.25 An assessment has been undertaken to determine the potential impacts on hydrology and flood risk associated with the Proposals. The Proposals include the construction of a new road, slipway, area of open space, new road on reclaimed land and improved streetscape with reconfigured car parking areas.

- 7.26 By virtue of its location, the site is potentially at risk from coastal flooding. Levels at the top of the revetment slope are above the 1 in 200 year extreme water level and therefore affords a level of protection to the Proposals. Wave action could result in inundation of the waterfront in combination with either moderate or extreme still water levels. A joint probability assessment has been carried out to confirm the critical situation.
- 7.27 The predicted 1 in 200 year still water level, including allowance for possible future effects of climate change is 3.86mAOD.
- 7.28 It is recommended that the new access road and car parking facilities are designed to provide safe access up to the 1 in 200 year coastal flood event including climate change allowance to at least the year 2050.
- 7.29 The recommended minimum level for buildings is 3.86mAOD. Any buildings or other facilities set below a level of 4.46mAOD should be of water resistant construction. It is also recommended that any future development should be set back from the waterfront, and not subject to additional risk from wave overtopping. Overall, the Proposals are considered as having a slight minor adverse impact with regards to flood risk, as the consequences of flooding to the receptor (the development itself and surrounding areas) are 'minor' and the level of magnitude is 'low'.

Soils, Contamination and Geology

- 7.30 An assessment has been undertaken of the potential effects on geology and ground conditions associated with the Proposals. Building development sites have the potential to impact upon the geology and ground conditions of an area through direct and indirect impacts including the effects on sites of importance or scientific interest, loss or sterilisation of mineral deposits or soil resources, disturbance of contaminated land or surcharging of ground which may accelerate erosion and subsidence.
- 7.31 The Proposals will have no significant effect on the ground surface stability and in fact the baseline condition would remain the same with or without development.
- 7.32 It was determined that the contamination at site would neither improve nor worsen and the baseline condition would remain the same in a 'do-nothing scenario'. With the current Proposals, a number of mitigation measures need to be adopted to address identified pollutant linkages (between contamination sources and receptors) and potential introduction of contamination through construction for negligible impact. The following mitigation measures are required to prevent pollutant linkages associated with the contamination already at site:
- A full protective capping layer in landscaped areas meeting BRE design;
 - Installation of water pipelines meeting WRAS criteria against specific contamination exceedences where appropriate;
 - The use of buried concrete to design sulphate class DS-1 and ACEC Class AC-1 or design sulphate class DS-2 and ACEC class AC-2 where appropriate;

- Construction workers wearing appropriate PPE;
- Construction workers working carefully in confined spaces as to not get asphyxiation or cause an explosion risk; and
- Designed and adopted construction methods for the installation of the sea revetment to prevent contaminated soil reaching the Firth of Clyde.

7.33 Best practice construction methods should be adopted to prevent general contamination of the site from construction.

7.34 With the adoption of mitigation measures, the Proposals will have no significant effect on the soils, contamination and geology of the application site.

8.0 Cost of Environmental Statement

8.1 The ES may be inspected free of charge during normal office hours at:

Inverclyde Council, Regeneration and Environment, Municipal Buildings, Clyde Square,
Greenock, PA15 1LY.

8.2 Alternatively, a paper copy of the ES can be purchased for £60.00 from:

Gerry Barr, Fairhurst, 225 Bath Street, Glasgow, G2 4GZ. Tel. 0141 204 8800. Email.
Gerry.barr@fairhurst.co.uk

Drawings