

Govan Graving Docks

Riverside Park and Active Travel Route Workshop

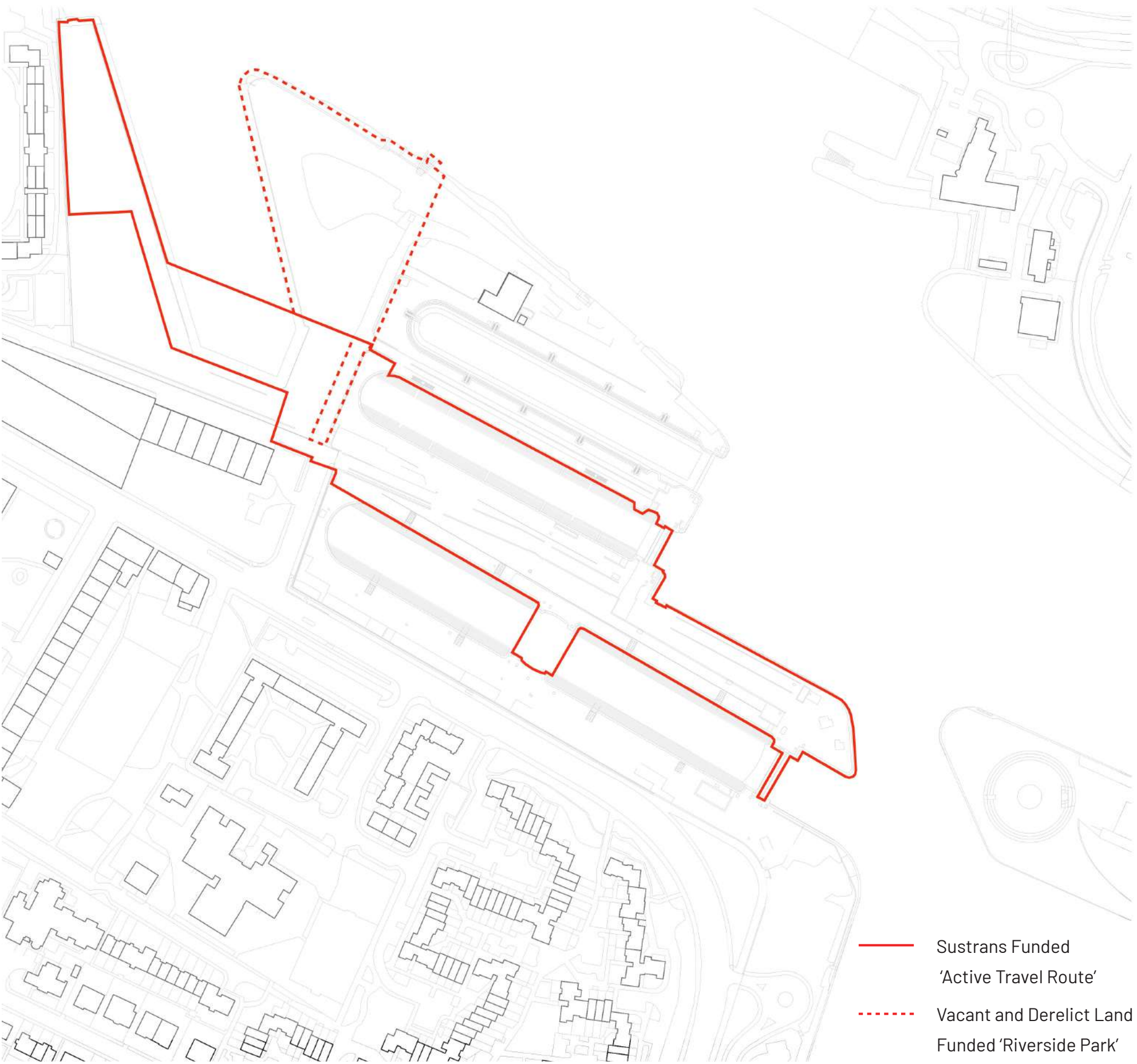


Welcome

“Welcome to this consultation event on the future of the Govan Graving Docks. This is an exciting time for Govan with projects like the redevelopment of Water Row and construction of the new bridge across the Clyde due for completion within the next year. We’ve waited a long time but we are now seeing some positive change. It’s important that we keep moving forward and there would be no better way to do that than to deliver the regeneration of Govan Graving Docks which has been a local priority for decades. In the past 6 months the Council has secured funding to deliver improved public spaces and design new routes through the site. Central Govan Action Plan (CGAP) are determined to ensure that the community are at the heart of decisions and have arranged this event to allow people to have their say on the redevelopment and long-term management of the Docks.”

Deirdre Gaughan, Chairperson Central Govan Action Plan

This is the first in the series of co-design workshops to develop an active travel route and riverside park as part of the wider regeneration project at the Govan Graving Docks. The wider regeneration proposals led by New City Vision Holdings Limited, working closely with a range of partners, include a bold and imaginative balance between creating new homes, preserving, repairing, and reopening the docks for historical ship repairing, while inviting other exciting and compatible uses.



Site plan showing PoAN boundary and limited land for housing along southern edge of site

Vacant and Derelict Land Fund

During previous rounds of consultation the community have been clear that the Docks must remain open and accessible to the public for leisure and recreation. The emerging plans for the site include significant areas of open space within the historic dockyard and around the tidal basin.

In February 2023 the Council secured £2.4m from the Scottish Government’s Vacant and Derelict Land Investment Programme to support delivery of a new riverside park to the east of the tidal basin. Construction of the park is scheduled for 2024 however an initial package of works to make the site safer will be complete by the end of this year.

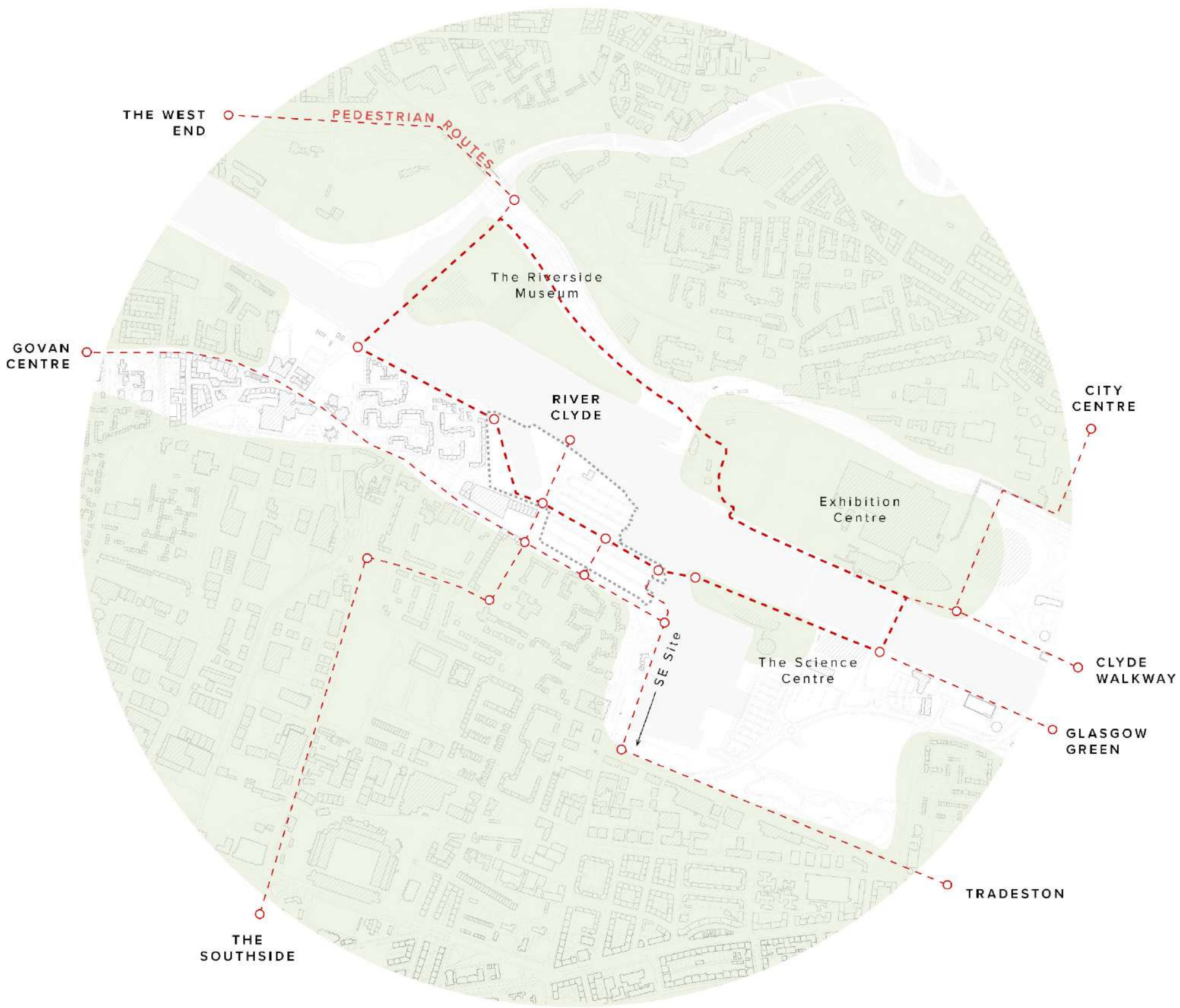
- It is important that the design of the park is led by the community.
- **At this event we want to find out what matters to you – what do you use the Docks for at the moment?**
 - **What stops you from visiting the Docks?**
 - **What do you want to use the park for?**
 - **How do you want the park to look?**



Basin in current condition



Existing Basin edge



Placemaking Urban Strategy: Reconnect and Reactivate

New pedestrian and cycling routes would reanimate the site and strengthen connections between surrounding sites on the river front, helping to form the ‘Riverside Loop’.

Sustrans Fund

At the moment there is only one way in and out of the Docks. Improving access to the site will make it easier for people to visit the Docks but new routes through the site will also improve the connection along the south bank of the river from Govan to the City Centre. In November 2022 the Council was awarded funding from Sustrans to design new safe walking and cycling routes through the site. This initial funding will be used to develop concept designs that will address:

- **Govan Graving Docks- Western Approach:** Improvements to existing riverside connection between the new Govan-Partick Bridge and Govan Graving Docks.
- **Govan Graving Docks- Internal Routes:** Creation of new step-free route from North-West boundary of Govan Graving Docks site to Canting Basin.
- **Govan Graving Docks- Canting Basin Bridge:** Construction of new river crossing between Govan Graving Docks and Pacific Quay

The Council intends to complete Concept Designs by Spring 2024 and apply for additional Sustrans design funding in May 2024.

- **At this event we want to know whether you currently walk or cycle in the area?**
- **What stops you from cycling or walking in the area?**



Govan Graving Docks in 1988



Docks in their current condition

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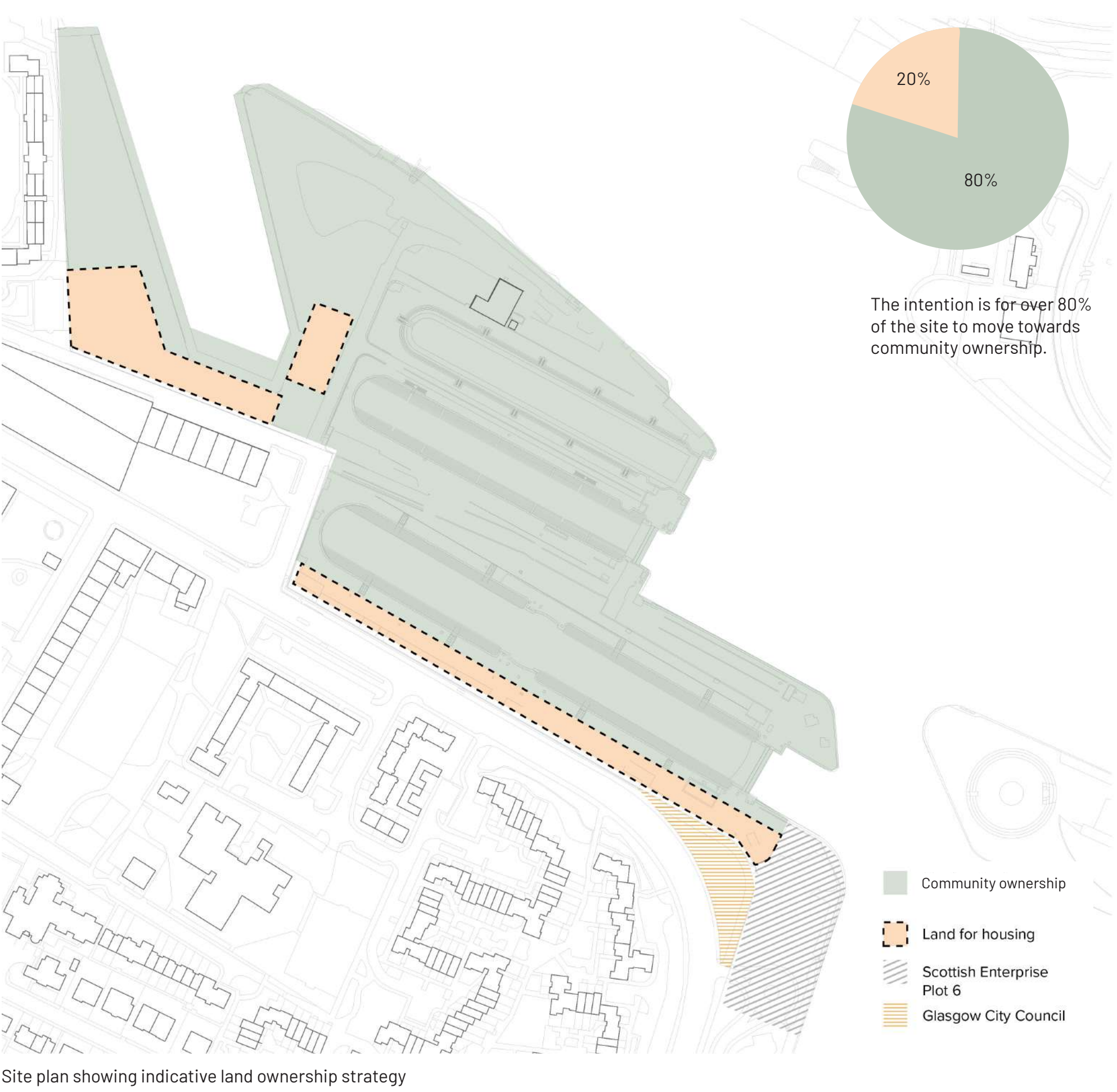


Community Ownership

A condition of the approved funding is that ownership of parts of the site are transferred in line with the community wealth building approach promoted by the Scottish Government. This approach has resulted in communities across the country taking control of sites and buildings of local importance. Over the next 18 months Central Govan Action Plan will work with Council Officers and specialist organisations to establish a new Community Body to take on ownership of the site.

We'd be keen to hear from all members of the community with an interest in being involved in the community ownership process.

Indicative land ownership strategy



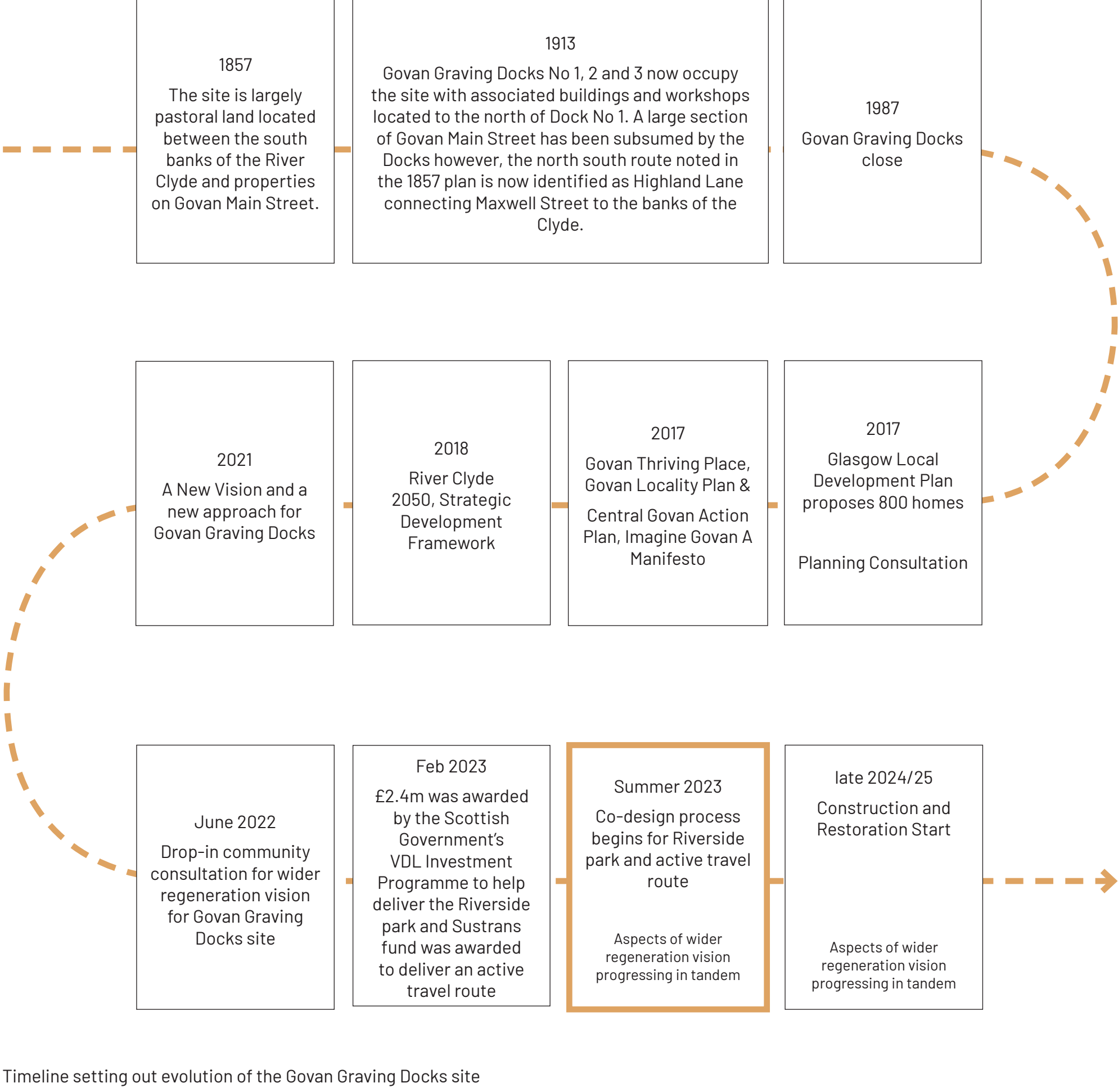
A New Regeneration Vision

Having lain derelict for almost 40 years, Govan Graving Docks are at the centre of ambitious plans to create a new, vibrant mixed-use neighbourhood. The development is being led by New City Vision Group Holdings Limited, working closely with a range of partners, who are enthused about creating a new economically robust neighbourhood which will contribute to the local and city-wide economy. The new proposals encourage a bold and imaginative balance between creating new homes, preserving, repairing, and reopening the docks for historical ship repairing, while inviting other exciting and compatible uses.

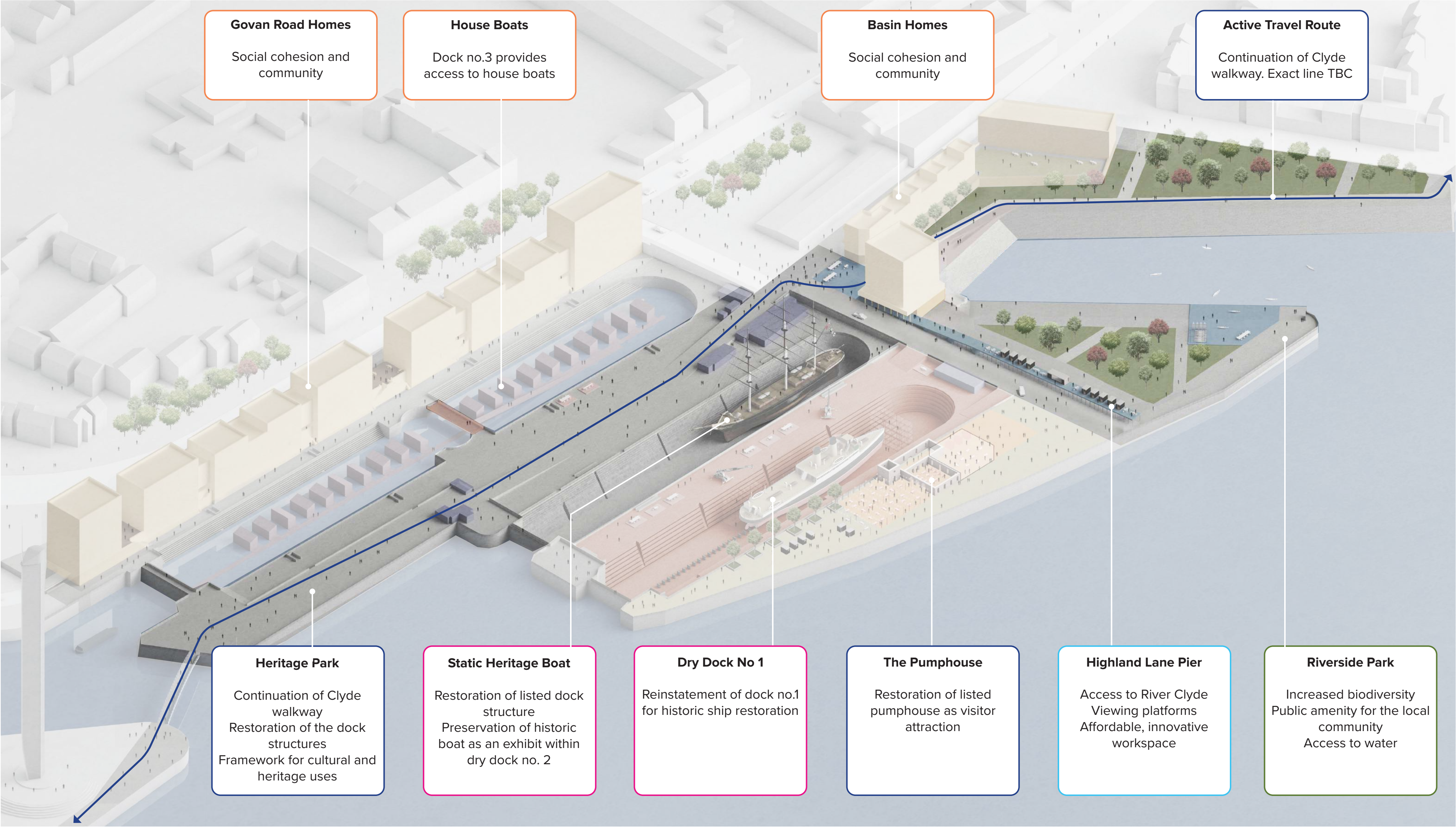
Through discussions with local people and organisations, common themes such as providing space for making, space for storytelling and space for cultural activity have been woven into the emerging proposal, sitting alongside new homes and connections across and through the site to create a truly mixed-use community.

We are excited to begin the process of designing greenspace and active travel route over the coming months with the local community.

Timeline




Govan Graving Docks Regeneration Vision



Riverside Park




Key Principles




Retained Vegetation

The site at present is characterised by a high density of trees and vegetation - key areas of which will be retained. The existing trees to the west of the site and along the northern edge of the site will be made safe and left in place.




Biodiversity

The Graving Docks have developed a rich mosaic of habitats over the years. Whilst much of the site will be cleared of vegetation in line with its heritage listing, some of the site's existing greenery and habitats could be left in place to preserve a key space for biodiversity in the heart of the city.




Open Space

As well as maintaining and preserving the site's biodiversity, the importance of usable open space is also recognised as part of these initial designs. This will enhance open space provision in the Govan area and allow for a diverse range of activities to take place in the docks.




Water's Edge

By removing the hard edge to the east of the basin and introducing a set of staggered, shallow steps down to the water's edge, people will be allowed to access the water's edge in a way that is currently not possible in the center of Glasgow. This will also contribute positively to the flood resilience of the site.



Heritage

The history and heritage of the Graving Docks is to be celebrated by retaining traces of the site's industrial past. The old lines of the traveling cranes, for example, will form the lines of the shallow steps down to the water, and existing features such as mooring posts and granite setts will be retained.



Wellbeing

Greenspace has been shown to improve people's physical and mental health and wellbeing. A new riverside park could seek to make the most of the distinctive ecologies that have emerged in the Graving Docks in recent years whilst at the same time providing areas of usable greenspace.

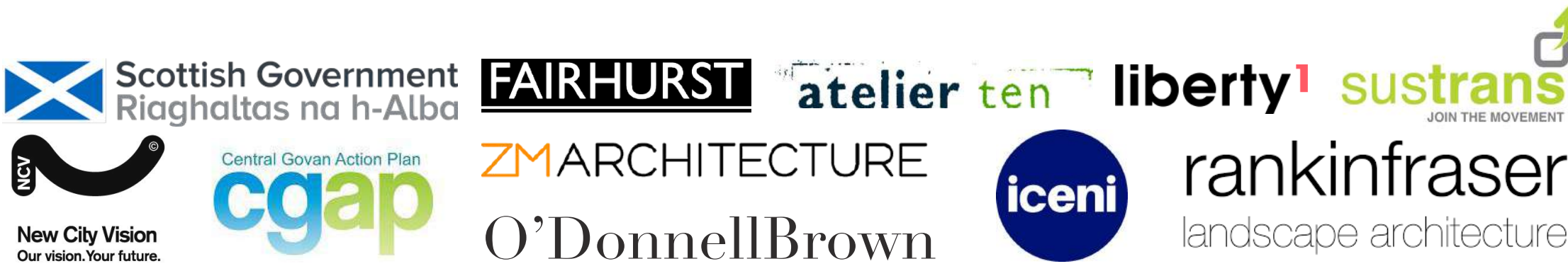
Comparative Park Sizes

A spatial comparison with other nearby greenspaces helps us understand the size of Riverside Park



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Site Plan




Key	
Hard Landscape	
	Retained granite setts Retained rectangular and square granite sets
	Retained and sawn granite setts Retained and sawn granite sets to active travel route within Heritage Park
	Existing walls Existing walls to be repaired with missing stone copes and other missing features replaced
	Proposed Caithness paving Proposed Caithness paving to match nearby public realm e.g. The Aitken Memorial Fountain
	Proposed granite setts Proposed granite setts to match nearby public realm e.g. The Aitken Memorial Fountain
	Asphalt path Proposed asphalt active travel route to the west of the site
	Asphalt road Proposed asphalt road to western building access
	Basin steps Shallow ledges and ramps to basin area leading down to the water's edge
	Stone groyne Stone groyne to active travel route ramp to the west of the site
Soft Landscape	
	Open mosaic habitat Retained or recreated open mosaic habitat
	Amenity grass Amenity grass seed mix for public park and play use
	Soft landscape in heritage park Footprints of already demolished buildings replaced by soft landscape within the heritage park
Tree Planting	
	Existing and retained trees Retained and protected during construction activity
	Proposed trees Proposed tree planting to Riverside Basin Park and west of site
	Fencing to Dock 1 Extent of existing temporary fencing to Dock 1




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Precedent Images




1




2




3



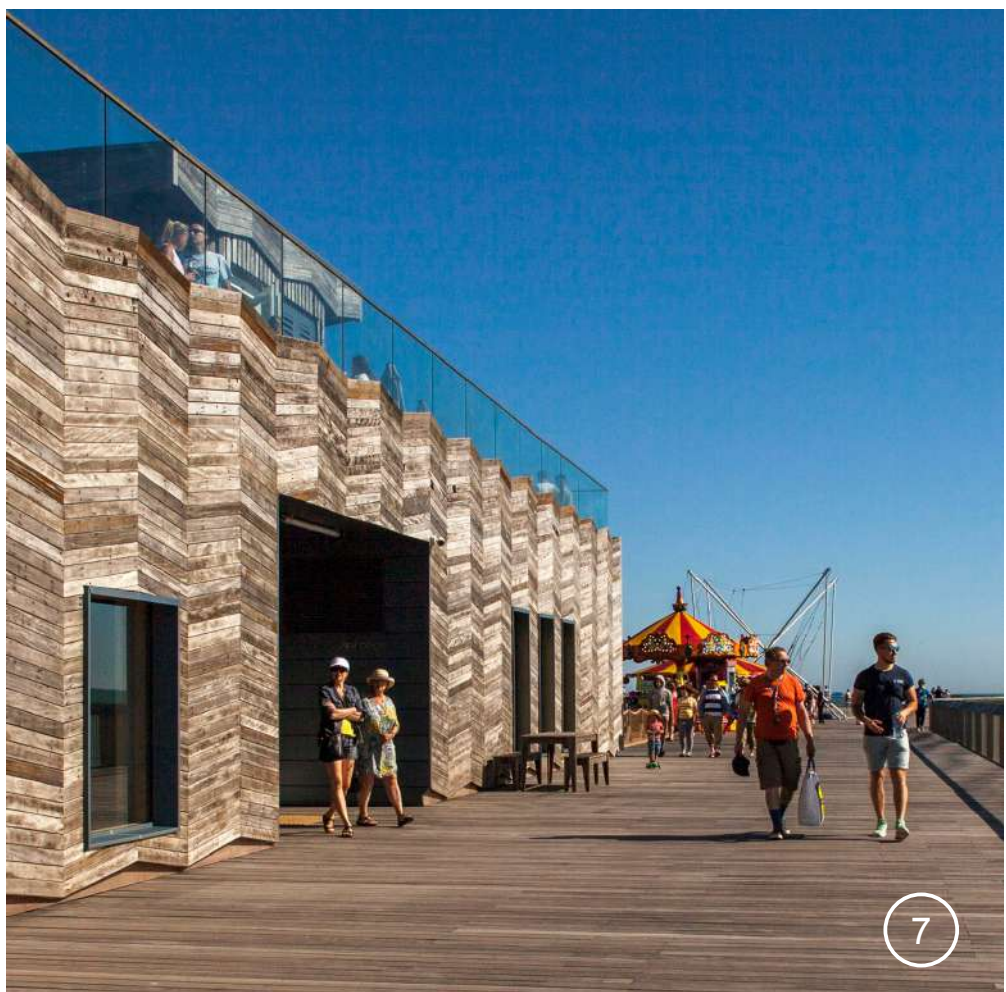
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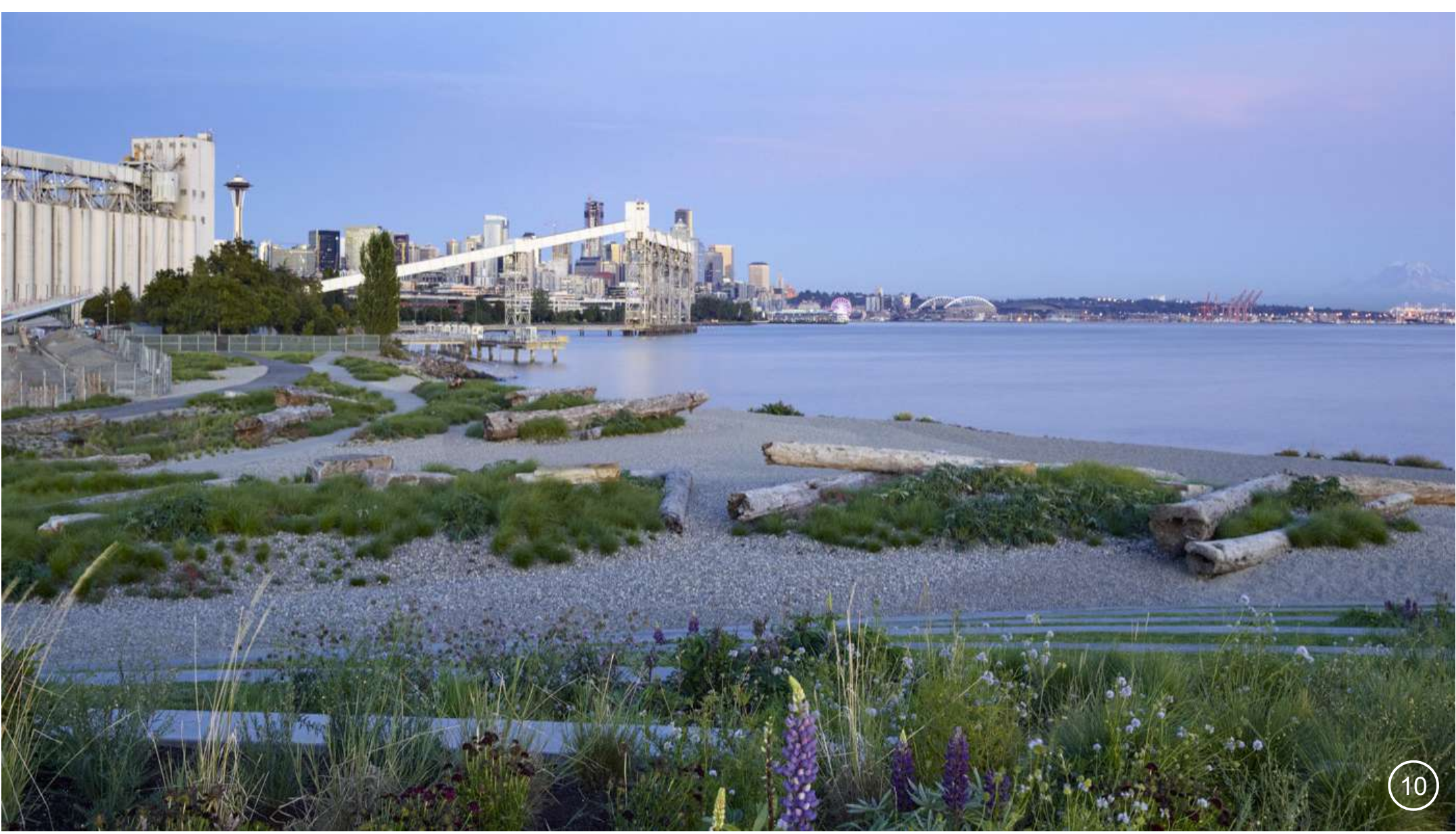
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8



9



10

1. Open greenspace with scattered trees - a setting for a wide range of activities including informal ball play and socialising. Park am Gleisdreieck, Berlin.

2. Existing trees and community growing space set amongst historic and retained infrastructure. Park am Gleisdreieck, Berlin.

3. Natural materials such as woven willow fences to help define boundaries and set aside areas for wildlife. Kleine Wildnis Park, Osdorf.

4. Shallow steps down to the water's edge along a south-facing aspect. The Drehbrückenplatz, Lübeck.

5. Trees and planting set amongst historic and retained infrastructure, with benches and paths in the background. Presqu'île Rollet Park, Rouen.

6. Tracking the route of Highland Lane, a historic route to the river, a new raised walkway, or 'urban pier' is proposed to help to re-establish the site's connection to the River Clyde and open up the site to the city. Rail Park by Studio Bryan Hanes, Philadelphia.

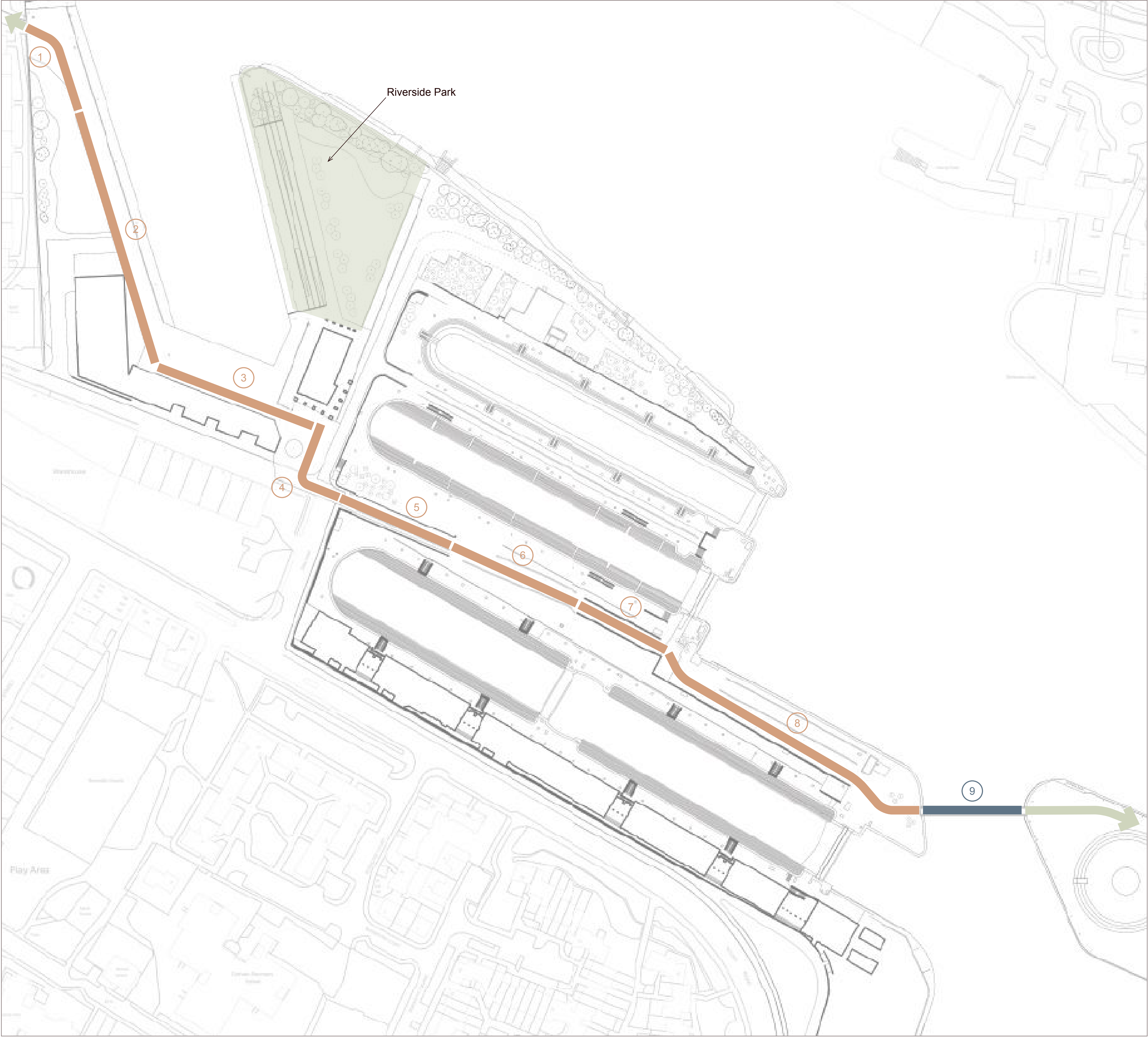
7. Picking up on conversations to date with the community, and local organisations, there is an opportunity for new, affordable workshop and making spaces to inhabit the pier structure, creating a unique and visually striking addition to the site. Hastings Pier by dRMM, Hastings.

8. A proposed pier could offer a different perspective on the Riverside Park. High Line by James Corner Field Operations, Diller Scofidio + Renfro, and Piet Oudolf, New York.

9. Connections underneath the Highland Lane walkway will be an important way of moving through the site. Long House by Yamazaki Kentaro, Kashiwa.

10. In some areas, a looser approach to planting might be adopted - retaining areas of existing habitat and creating new spaces down by the water's edge. The Beach at Expedia Group, Seattle.

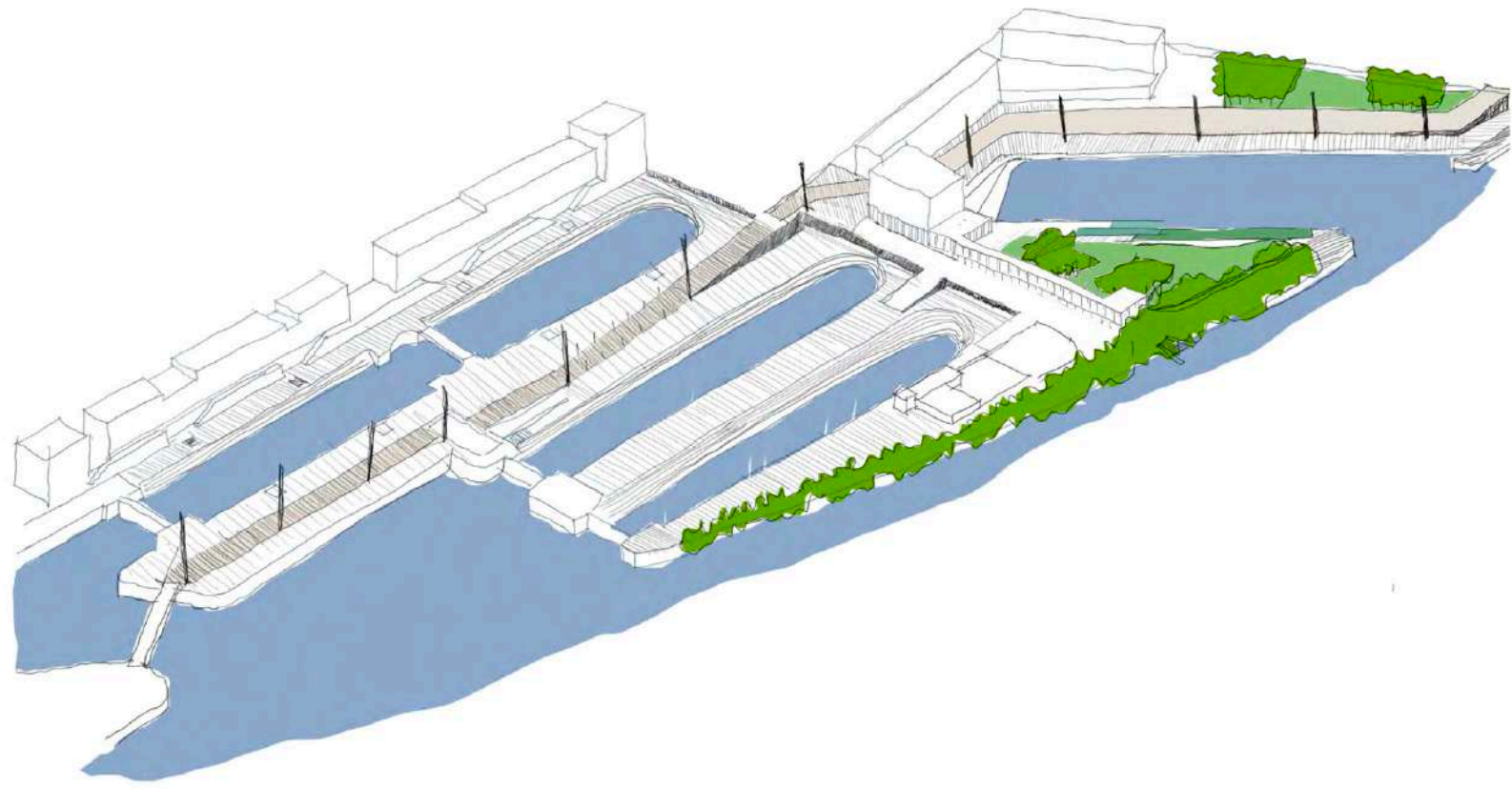
Active Travel Route: Option 1



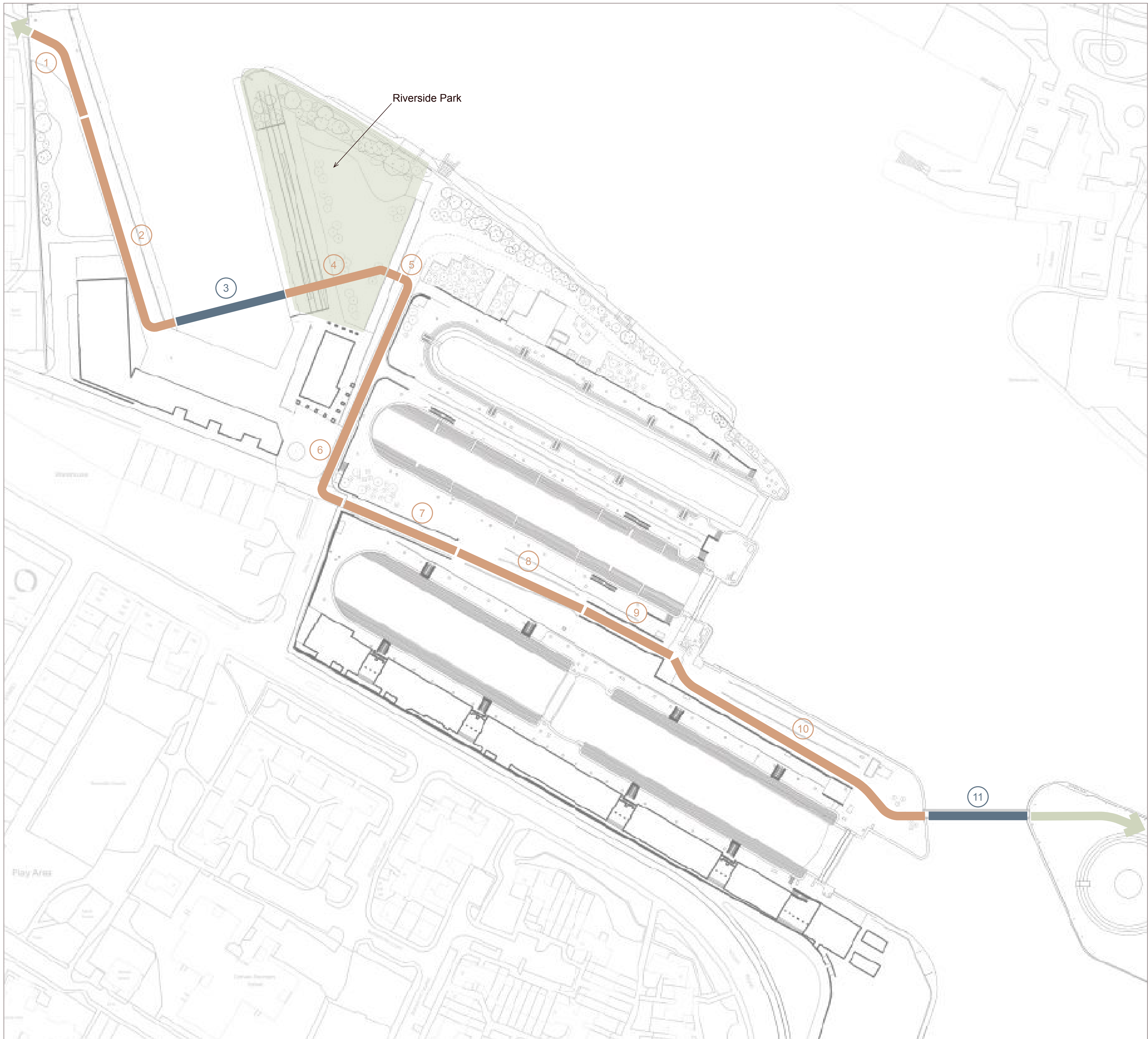
Option 1 Route descriptions

<div>Section 1: Proposed ramps</div> <div>Width6 metres Length33 metres MaterialAsphalt Gradient5%</div>	<div>Section 2: Proposed cycle path</div> <div>Width6 metres Length136.2 metres MaterialPaving and asphalt Gradient<1%</div>	<div>Section 3: Proposed ramps</div> <div>Width6 metres Length73 metres MaterialPaving and asphalt Gradient3.5%</div>
<div>Section 4: Public square and Stag Street</div> <div>Width6 metres Length48 metres MaterialPaving and asphalt Gradient<1%</div>	<div>Section 5: Existing ramp</div> <div>Width5.1 metres Length55 metres MaterialSawn granite setts Gradient6%</div>	<div>Section 6: Proposed cycle path</div> <div>Width5.1 metres Length67.5 metres MaterialSawn granite setts Gradient<1%</div>
<div>Section 7: Existing ramp</div> <div>Width5.1 metres Length44 metres MaterialSawn granite setts Gradient3.5%</div>	<div>Section 8: Proposed cycle path</div> <div>Width5.1 metres Length157 metres MaterialSawn granite setts Gradient<1%</div>	<div>Section 9: Proposed bridge</div> <div>Width6 metres Length50 metres MaterialBridge Gradient<1%</div>

Option 1 Bird's eye view



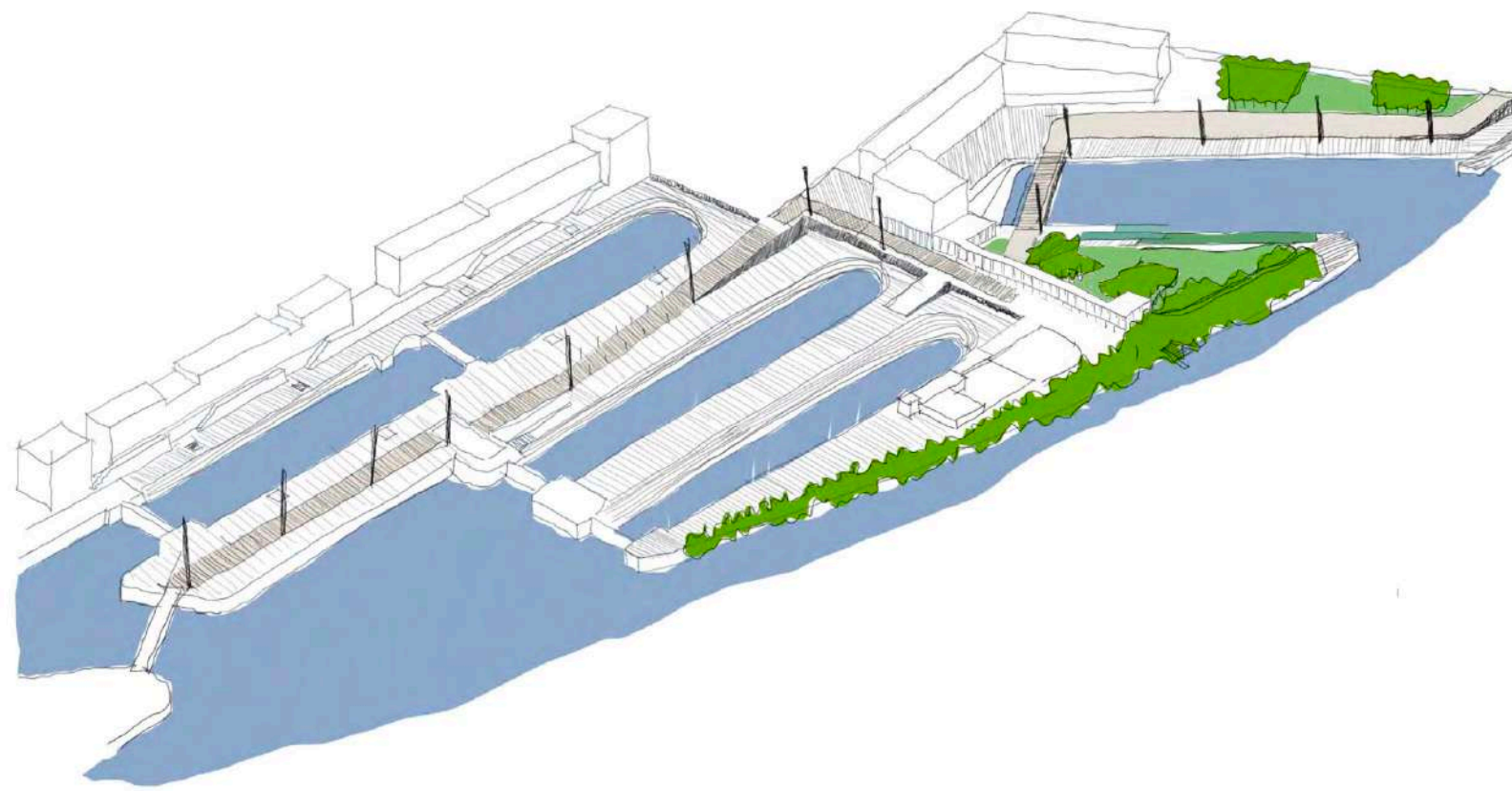
Active Travel Route: Option 2



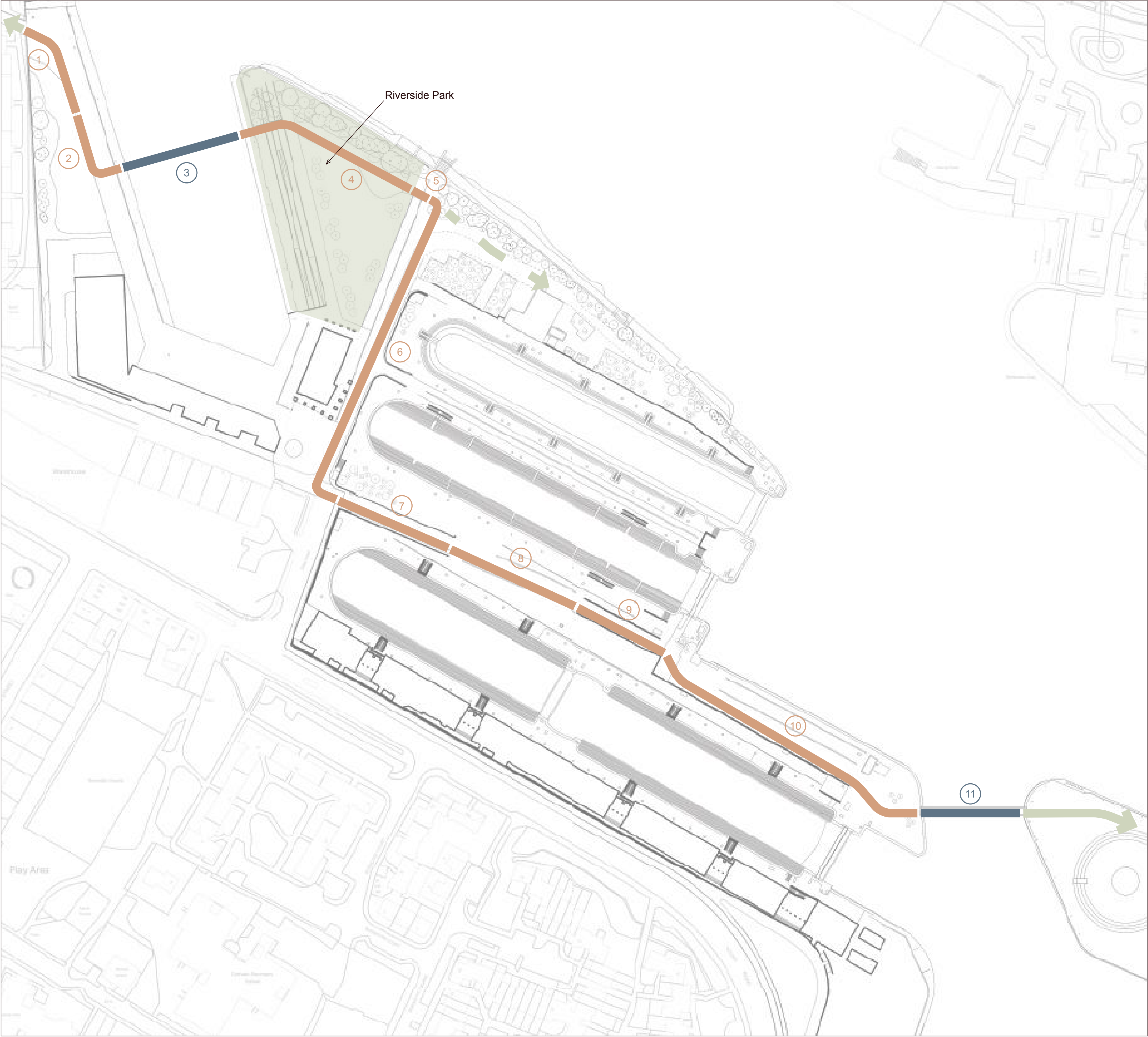
Option 2 Route descriptions

<div>Section 1: Proposed ramps</div> <div><div>Width6 metres</div><div>Length33 metres</div><div>MaterialAsphalt</div><div>Gradient5%</div></div>	<div>Section 2: Proposed cycle path</div> <div><div>Width6 metres</div><div>Length115 metres</div><div>MaterialAsphalt</div><div>Gradient<1%</div></div>	<div>Section 3: Proposed bridge</div> <div><div>Width6 metres</div><div>Length75 metres</div><div>MaterialBridge</div><div>Gradient<1%</div></div>
<div>Section 4: Proposed cycle path</div> <div><div>Width6 metres</div><div>Length32 metres</div><div>MaterialAsphalt</div><div>Gradient<1%</div></div>	<div>Section 5: Under Highland Lane</div> <div><div>Width6 metres</div><div>Length5 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 6: Stag Street</div> <div><div>Width6 metres</div><div>Length125 metres</div><div>MaterialSawn granite setts</div><div>Gradient1.7%</div></div>
<div>Section 7: Existing ramp</div> <div><div>Width5.1 metres</div><div>Length55 metres</div><div>MaterialSawn granite setts</div><div>Gradient6%</div></div>	<div>Section 8: Proposed cycle path</div> <div><div>Width5.1 metres</div><div>Length67.5 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 9: Existing ramp</div> <div><div>Width5.1 metres</div><div>Length44 metres</div><div>MaterialSawn granite setts</div><div>Gradient3.5%</div></div>
<div>Section 10: Proposed cycle path</div> <div><div>Width5.1 metres</div><div>Length157 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 11: Proposed bridge</div> <div><div>Width6 metres</div><div>Length50 metres</div><div>MaterialBridge</div><div>Gradient<1%</div></div>	

Option 2 Bird's eye view



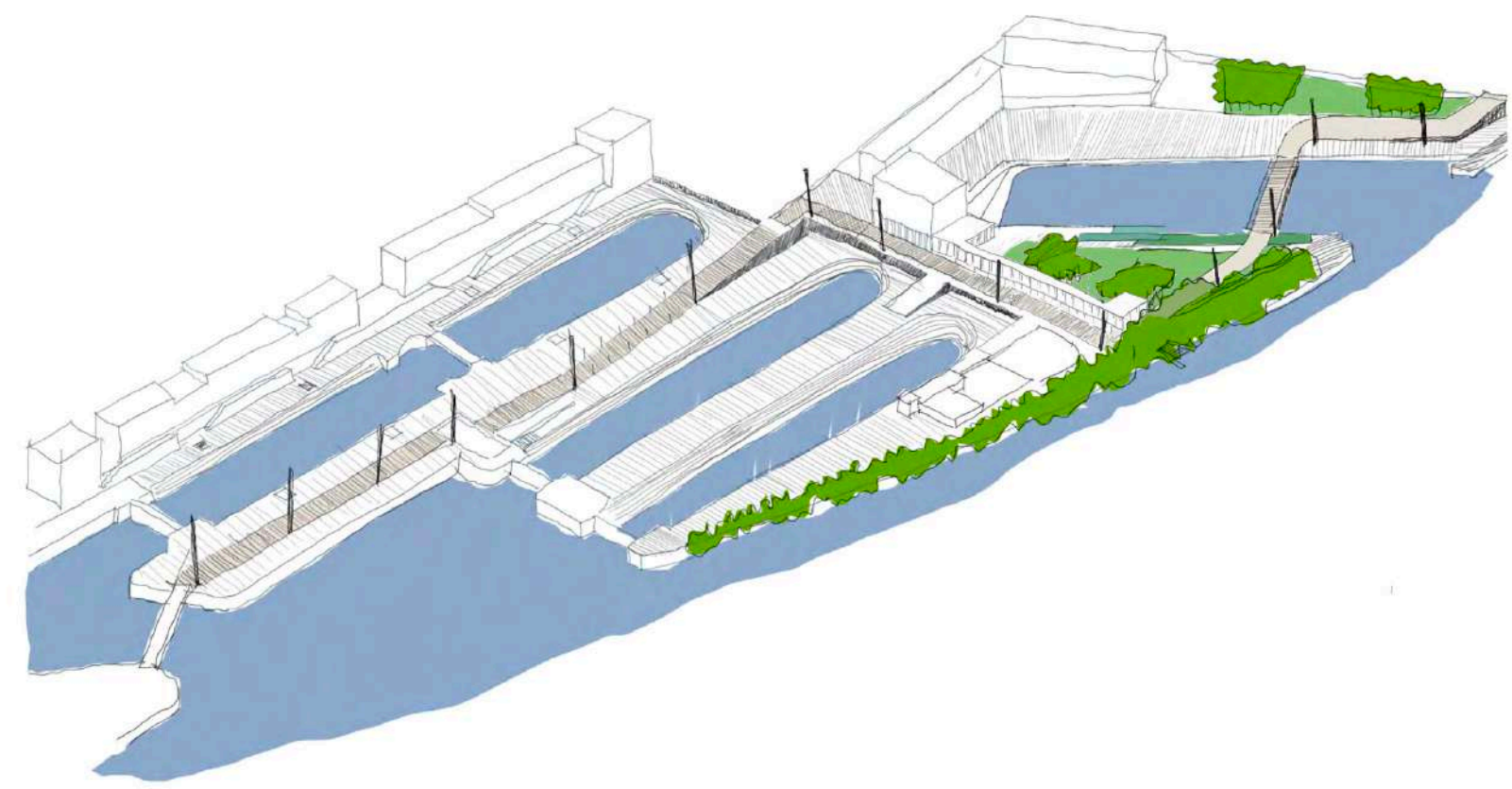
Active Travel Route: Option 3



Option 3 Route descriptions

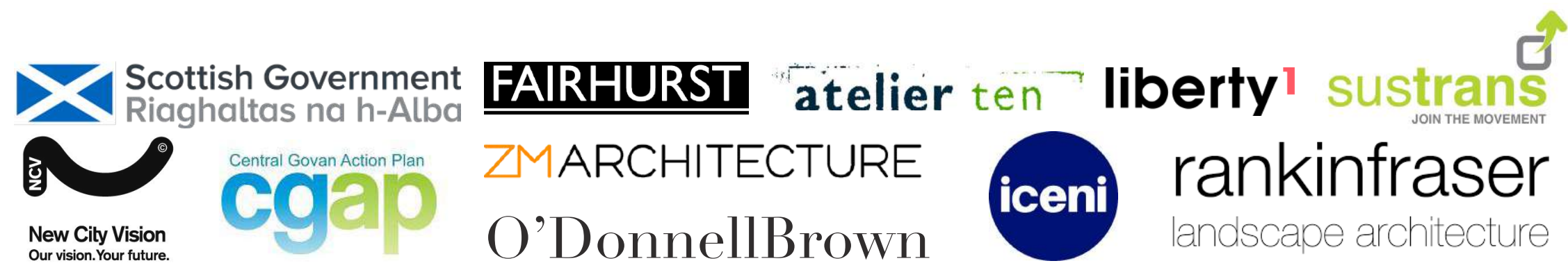
<div>Section 1: Proposed ramps</div> <div><div>Width6 metres</div><div>Length33 metres</div><div>MaterialAsphalt</div><div>Gradient5%</div></div>	<div>Section 2: Proposed cycle path</div> <div><div>Width6 metres</div><div>Length33 metres</div><div>MaterialAsphalt</div><div>Gradient5%</div></div>	<div>Section 3: Proposed bridge</div> <div><div>Width6 metres</div><div>Length75 metres</div><div>MaterialBridge</div><div>Gradient<1%</div></div>
<div>Section 4: Proposed cycle path</div> <div><div>Width6 metres</div><div>Length70 metres</div><div>MaterialAsphalt</div><div>Gradient<1%</div></div>	<div>Section 5: Under Highland Lane</div> <div><div>Width6 metres</div><div>Length5 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 6: Stag Street</div> <div><div>Width6 metres</div><div>Length138 metres</div><div>MaterialSawn granite setts</div><div>Gradient1.7%</div></div>
<div>Section 7: Existing ramp</div> <div><div>Width5.1 metres</div><div>Length55 metres</div><div>MaterialSawn granite setts</div><div>Gradient6%</div></div>	<div>Section 8: Proposed cycle path</div> <div><div>Width5.1 metres</div><div>Length67.5 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 9: Existing ramp</div> <div><div>Width5.1 metres</div><div>Length44 metres</div><div>MaterialSawn granite setts</div><div>Gradient3.5%</div></div>
<div>Section 10: Proposed cycle path</div> <div><div>Width5.1 metres</div><div>Length157 metres</div><div>MaterialSawn granite setts</div><div>Gradient<1%</div></div>	<div>Section 11: Proposed bridge</div> <div><div>Width6 metres</div><div>Length50 metres</div><div>MaterialBridge</div><div>Gradient<1%</div></div>	

Option 3 Bird's eye view



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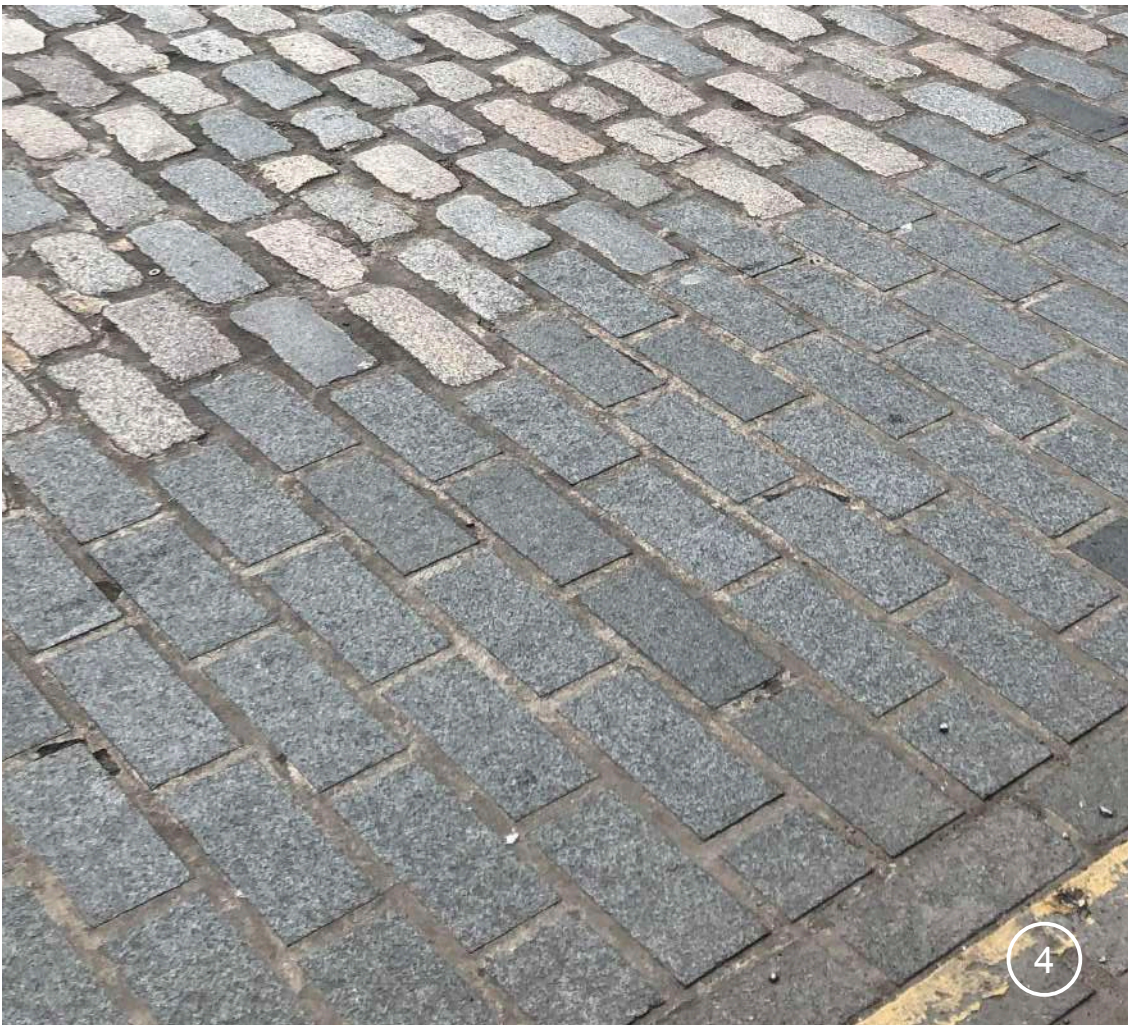
Precedent Images

Non-listed areas of the site (west of Stag Street)



1. Wide, well-lit asphalt paths running through open green space. Park am Gleisdreieck, Berlin.
2. Well-lit asphalt paths set amongst historic and retained infrastructure. Park am Gleisdreieck, Berlin.
3. Viewpoints could be incorporated along the route, with pedestrian flow separated from cyclist movement. The Bowline, Bowling.
4. Subtle separation between cycling and walking could also be introduced. Zollverein Park, Essen.

Category A listed areas of the site (east of Stag Street/Graving Docks)



1. Active travel route framed with granite setts. Spree Riverbank, Berlin.
2. Areas of existing and historic infrastructure such as metal tracks and mooring posts can be retained within the design of an active travel route. Presqu'île Rollet Park, Rouen.
3. Since the granite setts in the east of the site are listed, a pleasing active travel route could be created using sawn setts - thus creating a smooth surface for cyclists. Bordeaux.
4. Smooth, sawn granite setts can sit alongside full setts. Portobello, Edinburgh.

Site Opportunities





1. Areas of open mosaic habitats have established in some areas of the Graving Docks. Image taken from the west of the basin, looking east.

2. Species such as broom are attractive to a variety of insects, including bees. Image taken from the north of the basin.

3. Species such as willow have taken root in some areas of the site and form an area of woodland to the north of the site that supports species including bats. Image taken from the north of the basin.

4. Remnants of the site's industrial past are still visible within the Graving Docks. Image taken from the northern edge of Dock 3, looking east.

5. The granite setts to the east of the site are Grade A listed - thought has clearly been given to how these setts were first laid out. Image taken at the eastern access to the site from Stag Street.

Site Constraints





1. Some areas of the site are in a state of disrepair and attract litter, including broken glass and other dangerous items. Image taken to the north of the site.

2. Some areas of the site have been vandalised. Image taken from the bridge over Dock 3.

3. The granite setts to the west of the site are listed and in some areas have been damaged by various substances and should be repaired. Image taken to the south of Dock 3.

4. Spoil heaps have the potential to be contaminated and should be cleared from site. Image taken from the south of Dock 2, looking east.

5. There are various hazards across the site such as this broken cover that should be repaired. Image taken from Dock 3.