



## **Govan Voices Project: Full Report**

(Version Date: June 2020)

## Organisation Details

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## Funded By

National Lottery Community Fund, University of the West of Scotland, Scottish Council for Voluntary Organisations (SCVO), Clyde Docks Preservation Initiative (CDPI), Fablevision



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## Foreword

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Nearly four years ago, United Nations New Urban Agenda endorsed people-centred approaches to urbanisation: a declaration designed to enable meaningful participation in planning. In parallel, the declaration recognised that contemporary trajectories in urban development do not point in that direction, and thus, called for a paradigm shift. The declaration even endorsed the enshrinement of urban policy and law supporting the right to the city: 'We note the efforts of some national and local governments to enshrine this vision, referred to as 'the right to the city', in their legislation, political declaration and charters (UN, 2017, p 3)\*.

At the same time, across Govan and Glasgow, enormous efforts have been put in place to mobilise citizens' participation in a waterfront development project, involving the derelict A-listed Govan Graving Docks. As the New Urban Agenda embodied both hope and concern, so local activists and artists together with the local communities in Govan mobilised, requesting a radical change in a direction from the top down development plans – to save the Docks from demolition and to preserve their unique heritage.

It has been an enormous bottom up effort, with group-centred perseverance, resulting in the mobilisation of multi-agency voice. The participation, involving an unprecedented breadth of stakeholders, including those least privileged in local community, has made a mark that does not shy away from affirmation of the new Urban Agenda. What actually matters most, they assert, is the quality of lived spaces, its people's rights to the city, coupled with the future of the planet as our shared space of habitation.

This report documents both challenges and achievements in the process of co-production of urban space around Govan Graving Docks, contextualised in the actual urban realities and set against the backdrop of competing visions and political agendas. This timely, evidence-based document offers an environmentally friendly people's vision for the way forward. This vision stands for preservation of the docks; transformation into a 'space of hope' (Harvey, 2000), paying attention to its history and heritage and making its communities proud of who they are and where they come from. More importantly, there is a message of urgency endorsed throughout this text; a message that change does not happen by itself, but transformative potential can be made possible through the mobilisation of a collective voice: a voice that teases out present possibilities from current realities, asking at the same time for a wider transformation. It is the wellbeing of citizens and future of the planet that sets out the Agenda here, recognising that people matter, their co-authored histories and their futures too.

\* [United Nations, Resolution adopted by the General Assembly on 23 December 2016, Resolution 71/256. New York: United Nations, 2017.  
Harvey D Spaces of Hope, University of Edinburgh Press: Edinburgh, 2000]

## Introduction

Starting in October 2018 Govan Docks Regeneration Trust undertook a year-long community consultation project, Govan Voices, to engage the community in shaping a vision for the future of Govan's derelict A-listed Victorian dry docks – *Govan Graving Docks*.

Funded by the National Lottery Community Fund, with match contribution from our delivery partners, the project was built around a major outreach programme to find out and document how local people see the future of one of the most significant maritime heritage sites in Europe.

The Govan Graving Docks date back to the late nineteenth century and were in use for ship repair and maintenance for over 100 years until closing down in 1987.

The story of Govan Graving Docks is a microcosm of the growth and decline of heavy industry on the River Clyde and wider West of Scotland. At the time of their construction the dry docks were an exemplar of cutting edge marine civil engineering. While at the same time the Clyde was at the forefront of shipbuilding technology. When Clyde shipbuilding went into decline, so too did the use of dry dock facilities along the river. While many docks have been filled in for redevelopment, Govan Graving Docks stands as one of few monuments to the pioneers of a world-leading industry in the West of Scotland.

The rapid decline of industry brought about social problems, poverty and broken communities in many parts of the country. Govan was once a burgh separate from the City of Glasgow and there remains a local identity that still sees itself as such. From the Govan Town Hall towards the Eastern end of Govan Road, to the renovated offices of the former Fairfield Shipyard at the West, impressive Victorian architecture throughout Govan alludes to the shipbuilding wealth that transformed a small village into a thriving, bustling industrial town that rivalled neighbouring Glasgow. The ancient history of Govan dates back long before the industrial revolution as one of the most important locations for the Kingdom of Strathclyde, when it defended Viking invasion, before the birth of Scotland as we recognise it today. Earlier still to prehistoric burial sites.

The Govan Voices project aimed to engage the community in creating a vision for the future of the graving docks that will both respect the heritage and address the social and economic needs of the surrounding area. While the views of local people have been prominent in the consultation process, we have also been able to engage the wider City of Glasgow and a broader community of interest in maritime and heritage protection. What we now have is a documented range of views that we expect will have a significant bearing on the future of Govan Graving Docks.

The future of Govan Graving Docks has been strongly contested in recent years. In 2018 Glasgow City Council refused planning consent for a controversial proposed major residential development of the docks that would have permanently altered the character of the historic site. The planning decision followed campaigns against the housing developer's plans and the emergence of alternative, maritime-based proposals for the site. Including a proposal for restoration as a ship repair and maintenance facility.

## Executive Summary

### Overview

The Govan Voices project aimed to engage the community in broad consultation to raise awareness of the status of Govan Graving Docks and document peoples' views about what should be done with the future of the A-listed dry dock site.

The history, background and status of the site have been extensively researched both during and prior to our consultation project. The project follows on from a campaign led by our founding organisation, social enterprise The Clyde Docks Preservation Initiative (CDPI), for the graving docks to be restored as a maritime heritage park and to challenge proposals for a major housing development on the site.

Our consultation aimed to gather views without leading or attempting to excessively influence the conversation. We also aimed to find out what people already know about the docks and to promote greater awareness of the dereliction of the site.

The aim was to research a coherent range of views that would be able to support the creation of a strategic development plan – an overall strategy to shape the future of the docks – that we would be able to demonstrate is grounded in community and stakeholder engagement.

### Background

The Govan Graving Docks were commissioned by the Clyde Navigation Trust between 1869 and 1898. Two of the docks were the deepest dry docks in Britain when opened and were designed to accommodate the largest ships in the world of the time.

The dry docks and the remaining pump house building are category A-listed structures.

The docks closed down in 1987 and have been derelict since. The site is currently owned by property developers New City Vision Group (NCV Ltd), who have had an interest in the site since the early 2000s.

Successive owners have presented several proposals for housing development on the site since the docks ceased operation. The most recent of these was refused planning consent by Glasgow City Council planning officers in August 2018. NCV's unsuccessful planning application was met with a large number of objections from members of the public, CDPI and several other organisations. Objections were made by statutory consultees including the Scottish Environmental Protection Agency (SEPA), which had concerns relating to a number of issues, particularly flood risk; Historic Environment Scotland (HES), which expressed concerns about the lack of protection for the listed structures; Glasgow City Council's roads department and the West of Scotland Archaeology Service.

### Impact of Industrial Decline and Regeneration of the Clyde

We have looked at Govan Graving Docks in the wider context of industrial decline in the West of Scotland and the social problems that have arisen as a result.

Govan was once a major hub of shipbuilding and related industry, most of which has now gone, with now only one shipyard remaining. The decline of shipbuilding industry also led to a decline in the ancillary industries it supported. The area is now in the most deprived 20% of



areas in Scotland according to the 2016 Index of Multiple Deprivation. Consequences include above average levels of unemployment, poor health, reduced life expectancy and antisocial behaviour.

It is essential that the regeneration of Govan Graving Docks is able to contribute to improving the social and economic prospects of the area. Documenting the views of local people was vital to ensuring this can be achieved.

While much of the post-industrial Clyde in Glasgow has already been redeveloped, with significant investment, Govan Graving Docks stands alone as derelict remnant of industry. The site reflects the mixed fortunes of Govan in recent decades and suggests a district that, compared to many other areas, has had its needs ignored by those in power.

The graving docks have become a wasteland used mainly by urban explorers, young people and dog walkers. Other than that some film production and artistic interventions have been the only significant uses of the site.

Apart from the University Hospital and some small-scale industrial activity, Govan is no longer a major centre of diverse local employment. It is now a district where many residents commute to work elsewhere.

### Previous Proposals for Govan Graving Docks

Since 1989 there have been several proposals for redevelopment of Govan Graving Docks, none of which have progressed beyond the planning application stage. These have included proposals for housing/commercial and heritage based developments.

**1989:** Windex Ltd proposal for a housing and commercial redevelopment with two of the dry docks filled in and landscaped

**1989:** Clyde Ships Trust proposal for a maritime heritage centre with restored sailing ships on display in the dry docks

**1897:** Proposal for a maritime heritage centre incorporated into Glasgow's unsuccessful bid to host the Royal Yacht Britannia

**2002-2004:** City Canal Ltd (Windex / Bishop Loch Developments Ltd partnership) proposal for housing and commercial development

**2017:** New City Vision Ltd proposal for housing-led development

**2017:** Ferguson Marine proposal for a ship repair yard

### Regeneration of Govan Graving Docks

While regeneration has gathered pace elsewhere in post-industrial Glasgow and on the Clyde, the Govan graving dock site has been derelict for more than 30 years. The reasons for this are complex and involve multiple factors. These include impact of economic cycles as well as financial and technical challenges inherent in developing an A-listed historic site on a tidal river. To date it has not been a priority for a local government that has many development and regeneration challenges to address, as well as increasing budgetary pressures to contend with. Land banking by property developers, also faced with market uncertainty and trading challenges, has been a major factor.

We have concluded that continued dereliction of the graving docks is not an option and that regeneration of the site is necessary given:

- ❑ Heritage concerns (listed buildings / historic importance)
- ❑ Public safety (hazardous site)
- ❑ Lack of amenity
- ❑ Community pride
- ❑ Needs of the local economy (e.g. sustainable job creation)

### Relevant Public Policy

We appear to have seen a shift in the strategic approach to waterfront regeneration in Glasgow in recent years. Particularly through the City Development Plan and draft Strategic Development Frameworks published for consultation.

The current Glasgow City Development Plan was open for comment during 2015 prior to adoption and had identified Govan Graving Docks in the citywide Housing Land Supply for up to 800 residential units.

The draft Govan-Partick Strategic Development Framework published in late 2018 identifies Govan Graving Docks as a *Key Development Site* but is no more specific than that. It is highlighted in a map in the document, titled: "Innovation District – building an innovative cluster of learning, research and industry".

The draft Strategic Development Plan for the Clyde Corridor, published by Glasgow City Council in late 2018, made the following reference to Govan Graving Docks:

*"The Graving Docks are an important Grade A listed structure, both for their architectural quality and historic resonance with the area. Future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor. The Graving Docks are within the functional floodplain of the River Corridor and therefore new uses for the site will need to be responsive, adaptive and resilient to these environmental conditions. In addition, future development will also have to carefully consider it interfaces harmoniously with its surrounding low-rise residential urban form and views along the Clyde. The site will greatly benefit from enhanced connectivity to SEC and Pacific Quay and the construction of a new bridge crossing at Canting Basin opening to River is considered fundamental to this. Historically the site was connected to the West End via a ferry route and the potential to re-establish a River crossing here should be explored further."*

### From the above quote we can take particular note of the following points:

- ❑ The need to acknowledge the heritage and enhance the key setting
- ❑ The need to be developed with uses that are suitable for a flood plain location

We have speculated that this represents a shift in local authority attitude to Govan Graving Docks, away from housing development, towards a more holistic approach that could incorporate some new industrial use and/or limited construction of any permanent buildings.

## Other Dry Dock Sites

For comparison we have looked at historic dry dock sites in other locations, many similar in age and/or construction to Govan Graving Docks.

We have found that, with the exception of those still operating as industrial facilities, use of historic dry docks is dominated by maritime heritage based developments. Typically these may be facilities for out-of-water display of restored historic vessels.

These can serve to provide both inspiration for and evidence of what could be possible uses for the dry docks in Govan.

It is perhaps surprising that Glasgow, a city with such a strong maritime and heritage connection, does not have an attraction like this. However we have found that the potential for this is very popular, as we shall see in the collated results of the consultation surveys.

## Need for The Govan Voices Consultation

It was apparent that developing a sympathetic strategy for regeneration of the graving docks needed to engage the local community, community of interest and stakeholders in shaping the vision.

### It was important to understand and document:

- The relationship that local people have with the industrial heritage of their area
- How people in the community see the future of their area
- Priorities of people in the area
- What local people would like to see done with the graving docks
- How the future of the graving docks needs to contribute to and enhance the local area
- How the graving docks need to relate to other key heritage attractions on the Clyde and developments on the waterfront in Glasgow

It is important that the views of the community are able to guide (even if not entirely dictate, since expert input is also required) formation of the core strategy that will be used to develop a future vision for the graving docks.

This inclusive approach is particularly important in relatively disadvantaged communities that do not always have the same opportunity for their voices to be heard.

## Key Objectives

- Find out what local people, the broader communities (Greater Glasgow as well as heritage interest community) and stakeholders aspire to for the graving docks
- Quantify levels of support for identified options for regeneration of the graving docks
- Identify new opportunities and/or ideas for the future of the graving docks

## What We Aimed to Identify

- ❑ Ways for the graving docks to contribute to developing a stronger and more connected community
- ❑ Ways for the graving docks to create a desirable space that is beneficial to Govan and Glasgow
- ❑ Ways the graving docks can be a driver and/or catalyst for sustainable skilled job creation
- ❑ Sense of local importance placed on the history and heritage of the docks (and shipbuilding in Govan)

## Consultation Process

The aim of the consultation was to gather public opinion, increase awareness and engage potential stakeholders.

The consultation's approach used a variety of methods so as to reach a diversity of people, while maintaining focus on Govan residents, stakeholders and community organisations. This was adapted based on feedback.

### The consultation included:

- ❑ Questionnaires
- ❑ Interviews
- ❑ Exhibitions
- ❑ Student architecture competition
- ❑ Workshops
- ❑ Guided walks
- ❑ Social media engagement
- ❑ Networking activity
- ❑ Vox pops and filming

### Those consulted included:

- ❑ Individuals
- ❑ Businesses
- ❑ Charities
- ❑ Social enterprises
- ❑ Academic institutions
- ❑ Community leaders
- ❑ Local politicians
- ❑ Artists and activists
- ❑ Other organisations (e.g. leisure clubs, museums)

## Results and Findings

### Demographics:

- ❑ 61% of survey respondents were female
- ❑ 48% of survey respondents reside in G51 postcode area (Govan)
- ❑ 34% of survey respondents reside in other parts of Glasgow's

### Awareness – importance, history and current state of the graving docks:

- There was an even distribution of those who knew a lot, some or a little
- Almost half of respondents were aware of the current state
- More than 60% were aware of the history/heritage of the docks
- 1 in 3 respondents were aware of proposals for the future

#### **Awareness of proposals for the docks**

- 55% of respondents were aware of recent proposals for the docks
- Significantly more people were aware of the NCV housing proposals than were aware of the Ferguson Marine or heritage/museum proposals

### **Future of the Docks**

**Survey respondents expressed the following order of preferences for the future of the site:**

1. Heritage/museums (46%)
2. Other
3. Community Space
4. Industry
5. Leisure
6. Commercial
7. Housing (5%)

#### **Responses to “other” (preference order):**

1. Mixed-use
2. Employment
3. Non-specific regeneration/development
4. No housing
5. Training/apprenticeships
6. Unsure

### **Conclusions**

We have drawn the following main conclusions from the findings of the consultation:

- Housing development on the site is not popular
- Housing development would struggle to comply with flood risk and listed building restrictions
- Return of industry is popular and well received although there is some scepticism about feasibility and impact (e.g. noise, pollution, etc)
- Heritage is the most important factor and respecting this must be at the core of any regeneration
- A maritime museum is a popular option as well as community/recreational space
- The regeneration needs to benefit and provide amenity for the community
- Regeneration needs to provide jobs and opportunities for people in the area
- Regeneration needs to provide some public access to the site

## 1. Background

### 1.01. Potted History of Govan Graving Docks

The dry docks at Govan – Govan Graving Docks – were completed in the late 19th century with the last one to be built, the large dock nearest to Govan Rd, opening on 27th April 1898.

Commissioned by James Deas, the Chief Engineer of the Clyde Navigation Trust, No. 1 dry dock and No. 3 dry dock at Govan were the deepest dry docks in Britain when opened and could accommodate the largest ships in the world of the time. They pre-date the former burgh of Govan being incorporated into the City of Glasgow.

They have been described by Historic Scotland as “an outstanding graving dock complex without parallel in Scotland”.

The docks were used to repair and refit hundreds of ships and were in active use until the late 1980s. Since closing down the site has lain derelict.

The walls of the dry docks are built from grey granite some of which is hand carved and they are category A-listed (the highest category of protection for a listed building in Scotland). The only remaining building on the site is the sandstone pump house for No.1 dry dock. Also an A-listed building it is in poor condition with only the walls and a few roof beams remaining.

The Govan Graving Dock site is a significant piece of Glasgow’s shipbuilding and maritime heritage and these are the only major historic dry docks on the upper Clyde that have not been filled in or significantly altered to make way for modern redevelopments.

The graving dock complex now also encompasses the previously separate tidal basin, which had been the fitting-out basin for the adjacent Harland and Wolff shipyard [1].

### 1.02. Background of the CDPI campaign for Govan Graving Docks

Our founding organisation, the Clyde Docks Preservation Initiative (CDPI), is a social enterprise concerned with protection and promotion of maritime heritage on the Clyde. CDPI is primarily concerned with addressing (maritime) heritage in a modern and evolving context; particularly how it is inextricably linked with modern maritime industry, new technology/innovation, shipping, culture, leisure, environmental issues, waterfront regeneration and sustainable development.

For several years CDPI led a campaign, lobbied and advocated for the Govan Graving Docks to be restored as a maritime heritage park and to challenge plans for a major housing development on the site as proposed by the current owners; property developers New City Vision Group (NCV Ltd).

In 2016 CDPI produced a detailed report on the history of planning and development proposals for Govan Graving Docks since the dry dock facility closed down in 1987. This report is available to download from the CDPI website [1]. The report identified a number of shortcomings, in relation to application of local government strategy for waterfront development, in the way Govan Graving Docks has been dealt with since industrial operation of the site ceased.

A key element of the CDPI-led campaign was an online petition that has attracted more than 12,000 signatures in support of a maritime heritage park and opposed to major housing development.

Another important aspect of that campaign was preparation of a detailed dossier of grounds for objecting to the planning application for housing development on the docks [2], as well as publication of a guidance template for individuals to submit their own objections to Glasgow City Council.

The NCV Ltd planning application was refused consent by Glasgow City Council planning officers in August 2018. There were objections to the proposal from the Scottish Environment Protection Agency (SEPA) – based on a number of factors and particularly flood risk; Historic Environment Scotland (HES); Glasgow City Council's roads department, based on traffic impact; and the West of Scotland Archaeology Service.

### 1.03. Background of Govan Docks Regeneration Trust

While CDPI emerged from a campaign for restoration of Govan Graving Docks and most of that organisation's early work was focused on the dry dock site; as the organisation's work expanded to look more widely at the maritime heritage throughout the Clyde region it became clear that addressing the future of the Govan docks required a dedicated local body and with charitable status. For this reason Govan Docks Regeneration Trust was established as a SCIO (Scottish Charitable Incorporated Organisation) in 2016 with aims to fully engage the communities (local community and broader community of interest around protecting the docks) and stakeholders in developing a vision for the future of the derelict dry dock site.

### 1.04. The Context of Industrial Decline in the West of Scotland

It is widely understood that at the peak of Clyde shipbuilding more than a fifth of the world's ships were built on the river. The name "Clydebuilt" was synonymous with elite skill, craftsmanship and engineering expertise. Perhaps controversially, Glasgow was recognised as the "engine room" of the British Empire and indeed was dubbed *Second City of the Empire*.

At its peak the Clyde was lined with shipyards, docks and wharves from Central Glasgow down as far as Dumbarton and Greenock. In the post-war period shipbuilding on the Clyde went into decline. Civilian shipbuilding on the upper Clyde ended in 1999 when Norwegian engineering company Kvaerner ceased operating their Govan shipyard. Although the shipyard lives on, operated by BAE systems, it is a specialised yard (along with sister yard the former Yarrow shipyard at Scotstoun) that relies entirely on Ministry of Defence contracts to fill its order book. As a result the future of the Govan shipyard has become a political football and is often a focus of election campaigns and the independence debate in Scotland.

The cargo docks on the Clyde declined mainly due to containerisation of shipping and use of larger ships that could not easily traverse the upper Clyde. The only container port in the West of Scotland is the relatively small (compared to other container ports) Greenock Ocean Terminal.

The only remaining operating freight dock in Glasgow is the King George V (KGV) Dock that sits between Govan and Braehead and handles primarily bulk cargo. There is also the Rothesay Dock in Clydebank. This is a former coal dock and has had recent new investment, which perhaps alludes to a sustainable future for small industrial cargo handling on the Clyde [2].

### 1.05. Post Industrial Govan

The Govan shipyard in many ways reflects the mixed fortunes of Govan through the decline of industry. There has been a significant rise in relative poverty and youth unemployment locally but the Govan shipyard contributed much of the work to construction of the Royal Navy's state of the art Queen Elizabeth Class aircraft carriers. French aerospace company Thales, also having operations in Govan, was involved in the aircraft carrier project consortium as well.

The Harland and Wolff shipyard at Govan closed in 1963 and the site is now occupied by a former council housing estate. As mentioned above, the fitting out basin of that yard is now part of the Govan Graving Docks site. From a study of aerial photographs of Govan prior to the 1960s it is easy to see how much industry has now disappeared. When the Clyde was at the heart of world shipbuilding it could easily be argued that Govan was at the heart of the Clyde.

Buildings such as the Pearce Institute (1906) and Govan Town Hall (1901) were both completed when Govan was a separate burgh and allude to the wealth that was created by the industries on which it thrived. Elder Park was gifted to the people of Govan by Isabella Elder, in honour of her late husband, shipbuilding magnate John Elder.

No longer a hub of industry, Govan is now a district where residents primarily commute to work elsewhere and the demographic is such that residents work in primarily retail and service sector jobs.

While much of Glasgow has seen investment and regeneration in recent decades, relatively little of that has focused on Govan. In many ways it became a forgotten district – associated nationally with the Rab C. Nesbitt stereotype. This stereotype does not reflect either the people or the place, which places much importance on its heritage and takes great pride in memories of its industrial past. It is apparent that there is a great sense of community locally despite social and economic challenges and the impact of austerity.

Greater Govan has also become home to a sizeable ethnic and immigrant population and the positive contribution they make to the community is well recognised. The Community Councils and community centres in the wider area (for example the Kinning Park Complex [4]) do a great deal to promote diversity/inclusion, to welcome/support refugees and to raise awareness of hate crime.

### Census Data

Relevant extract data from the 2011 Scottish Census [16] for the Glasgow Southside and Glasgow Pollok Scottish Parliamentary Constituencies (both of which part-cover Govan) has been included in Appendix 1 and includes:

- Industry worked in
- Travel to work
- Occupation
- Unemployment
- Education level
- Housing tenure
- Car availability
- Ethnicity



## 1.06. Context of Redevelopments Along the Clyde

Glasgow waterfront has seen significant change with the rapid decline of the docks and shipyards. This has gone from booming and thriving industry, to land dereliction then regeneration. Public footpaths now exist where once ships were built and cargo loaded/offloaded.

The cargo docks in Glasgow (with the exception of the above mentioned KGV Dock) have all been filled in and redeveloped for housing, leisure, hotels and commercial units. The Scottish Event Campus (SEC) [5] now sits on the former Queens Dock on the North bank while opposite the former Glasgow Garden Festival and residential and commercial developments that emerged after it have transformed the site of what was once Princes Dock. The headquarters of BBC Scotland and Scottish Television are now located there. Now only a part of the Princes Dock canting basin remains, adjoining the site of the Glasgow Science Centre, which includes Scotland's tallest building (an observation tower – the Glasgow Tower).

## 1.07. Concept of a Maritime Heritage Park

The previously mentioned CDPI campaign was partly to promote the notion of developing a *maritime heritage park* at Govan Graving Docks. However this was not the first time such a proposal for the docks had been mooted as will be mentioned later in the report.

A maritime heritage park is something that could be broadly defined. While something resembling an outdoor museum might spring to mind when reading the term, the concept CDPI promoted aimed to be much wider, including such things as community and open park / nature space; units for small businesses; social enterprises; artist studios; etc, as well as the potential for inclusion of a museum and for historic ships to be accommodated. In that sense while we anticipate that the graving dock site could be re-purposed with an underpinning maritime theme, we also anticipate the site would not be used solely for maritime purposes (but throughout still able to recognise the maritime industrial heritage of Govan, Glasgow and the Clyde).

Later in this report we will look at some examples of how disused dry dock sites elsewhere have been re-purposed (See Part 3: Development of Dry Dock Sites at Other Locations).

A white paper on the concept of a maritime park was produced by one of the founding members of CDPI in 2014 [17]. This has informed much of the CDPI campaign for Govan Graving Docks as well as much of the early groundwork in setting up the Govan Docks Regeneration Trust.

The concept and strategy presented in the white paper has since developed and evolved based on networking, feedback and collaboration with others interested in Govan Graving Docks. This will be significantly refined further based on the findings of our consultation on which we now report. This report will lead to the development of a proposed Strategic Development Plan for Govan Graving Docks, which at this stage, will not present any specific development concepts or design briefs. Rather it will establish an underpinning strategy and framework, for what the future purpose of the graving docks could be, supported by documented community and stakeholder feedback.

Although the white paper itself did present a detailed spatial concept for use of the graving dock site, the aim of this was to create a visualised frame of reference for discussion. Often it is found that in order for people to say what they would like to see, they need to be presented with ideas or some options to consider as a starting point. This was also the reason behind the student architecture competition, which will be mentioned later in the report. However for any regeneration project to settle on a fixed spatial/layout plan early on could limit scope to adapt and consider further research and development of options and potential.

We also consider that a maritime heritage site might potentially work best as a transient space – i.e. one that is easily changed and adapted for different purposes. Potentially that could involve use of moveable free standing and/or floating structures in a way that would help to adapt to the constraints of flood risk associated with the location. This would also allow seasonal adaptation and accommodation of e.g. major outdoor events, film sets, etc. However this is a consideration that would require further research and consultation (with both stakeholders and technical experts).

## **1.08. Context of Social Problems in the West of Scotland**

The decline of industry in the West of Scotland has led to a rise in unemployment, poverty and ill health. Parts of Glasgow and the West of Scotland are understood to have the lowest life expectancy in Western Europe, as well as pockets of high unemployment, poverty, child poverty, ill health and youth crime significantly above the national average.

It is not in the competence of this report to address the causes of these problems (which are debated by experts and politicians alike) or to present specific solutions. However regeneration projects taking due account of social responsibility, particularly those in relatively disadvantaged or under-invested areas, need to consider how they can contribute to improvements in social inclusion, public amenity and long term prospects of the area they are in.

It is critical that communities that have been economically and socially marginalised or disadvantaged can be empowered by major regeneration projects. Key to this is creating activity and amenity for the community as well as sustainable, skilled jobs and economic prospects for the area. There needs to be a lasting beneficial legacy for the area. While the scale of heavy engineering industry seen in the past is unlikely to return, there are opportunities in such areas as light marine industry, new technology (e.g. renewable energy), tourism and recreation sectors that currently are not necessarily being taken to their full potential on the Clyde waterfront.

## **1.09. Previous Proposals for Govan Graving Docks**

Since the graving docks closed down in 1987 there have been a number of proposals for redevelopment of the site, none of which made any serious progress to the point of being ready to build.

These proposals were detailed in the above-mentioned CDPI planning history report [1] and are summarised below.

### **1.09.1. Housing and Commercial Development Proposals**

#### **1989: Zenta Engineering and Windex Joint Venture**

Up until its closure in 1987 the Govan Graving Docks facility had been operated by Clydedock Engineering Limited, which had purchased the site from the Clyde Port Authority in 1981, having leased the site from the port authority since the mid 1970s.

In 1989 the parent company of Clydedock Engineering (Clydebank based Zenta Engineering) had entered into a joint venture partnership with property developers Windex Ltd to pursue a commercial and residential regeneration project on the dock site [7].

**2002-2005: Windex and Bishop Loch Joint Venture**

The Zenta/Windex proposal of 1989 was abandoned however Windex had been granted a pre-emption right to buy the site, which it later acquired from Clydedock Engineering in 1999.

Subsequently Windex entered into a joint venture partnership with Bishop Loch Developments (Scotland) Ltd through a company called City Canal Ltd.

Proposals from City Canal (designed by French architects Valode & Pistre) were put forward in 2002 and revised two years later, with plans for blocks of flats to sit over two of the dry dock basins. These two dry dock basins would have been sealed and used to contain basement silo car parking levels below the blocks of flats (below the water level of the river). The other (middle) dry dock would have been kept flooded as a water feature. The plans also included infilling of the tidal basin to the West of the dry docks, for which a 2004 harbour revision order was obtained [36].

This plan failed to proceed beyond the initial planning application stage, for a number of reasons, one of which it is understood was the inability to obtain ERDF (European Regional Development Fund) funding from the Strathclyde European Partnership towards the significant enabling infrastructure costs.

Ownership of the site later passed to Bishop Loch Developments (Scotland) Ltd through voluntary winding up of City Canal Ltd. Still holding title to the site, Bishop Loch Developments is now part of the New City Vision Group (NCV). The parent company of NCV is Cannon Kirk Ltd, which is based in Dublin, Republic of Ireland.

**2017-2018: New City Vision Group**

Early in 2017 NCV announced new proposals for up to 750 flats to be built on the site in blocks of between four and fifteen storeys.

As required by the planning application process for a major development, exhibitions of the proposed plans were held in the nearby Riverside Hall in Govan, during March 2017.

The application for *Planning Permission in Principle* was submitted to Glasgow City Council in November 2017. Objections to the planning application were lodged by a number of organisations and individuals including CDPI.

Objections were lodged by statutory consultees; including government agencies Historic Environment Scotland (HES) and the Scottish Environment Protection Agency (SEPA).

There were also objections from the West of Scotland Archaeology Service and Glasgow City Council's own roads department.

The planning application was decisively refused consent by Glasgow City Council planning officers in August 2018. It is significant that this decision was taken by planning officers, based on appraisal of the application, and not referred to the Planning Applications Committee to be decided on by Councillors.

The objection from SEPA is understood to have been the most significant factor in the council officers' decision to refuse consent. This was based primarily on flood risk associated with residential development of the site (including recently updated flood risk data) but also on other environmental factors.

The report on the handling of the decision is available on the Glasgow City Council website under planning application reference 17/02948/DC [6].

### 1.09.2. Heritage and Conservation Based Development Proposals

#### 1989: Clyde Ships Trust

At the same time as the above-mentioned Zenta/Windex partnership proposals were being put forward, there was an alternative proposal from the Clyde Ships Trust to turn the graving dock site into a maritime museum. That organisation's plan was for restored sailing ships to be on display in the dry docks and they had identified ships including the clipper SV Carrick (also known as the City of Adelaide - which is currently awaiting restoration in Adelaide having been relocated to Australia from the Scottish Maritime Museum at Irvine) and the County of Peebles which now functions as a breakwater at Punta Arenas, Chile.

The Clyde Ships Trust were seeking to acquire the site through a compulsory purchase order and in 1989 the former Glasgow District Council had served a Repairs Notice on Windex for restoration of the structures on the site (in compliance with the Category-A listed status).

The rival proposals from Zenta/Windex and The Clyde Ships Trust were reported on in an article in The Glasgow Herald on 2<sup>nd</sup> November 1989 [7].

#### 1997: Glasgow Royal Yacht Britannia Bid

Glasgow was not successful in its bid to host the Royal yacht Britannia, losing out to Edinburgh where the ship is now berthed at Leith Dock.

Had Glasgow won the bid, the plan was for the Britannia to have been on display out of water in one of the dry docks at Govan, as part of a larger maritime heritage park development.

### 1.09.3. Industry Led Proposals

In December 2017, shortly after the NCV planning application had been lodged for up to 750 flats on Govan Graving Docks, an alternative proposal was announced by businessman Jim McColl OBE and Port-Glasgow based Ferguson Marine to bring the graving docks back into use for ship repair and marine engineering [34].

The Ferguson Marine proposals were presented by Inkdesign Architecture at a pre-planning consultation exhibition at the Riverside Hall in Govan during March 2018.

The proposal included restoration of the dry docks for ship repair and related work while the intention was for the land around the tidal basin to be used for park space, cultural uses and a maritime museum. This was well received by members of the public attending the exhibition as well as by Community Councils in the local area. While it was stated in the press that Ferguson Marine would not invest the full cost of a maritime museum, Mr McColl was quoted in the press expressing willingness to work with others interested in that aspect of the development [8].

Following the rejection of the planning application from NCV it appeared as though a path had been cleared for this proposal to move forward. However Ferguson Marine entered administration in August 2019, due to significant cost overrun on a ferry construction project, and was subsequently nationalised by the Scottish Government.

It is not clear at this time whether or not Ferguson Marine retains any potential future interest in Govan Graving Docks following nationalisation.

### 1.10. Artistic Interventions

There is wide acceptance that artistic interventions around heritage assets that involve community members can serve to focus attention, broaden awareness and deepen understanding of the value of the place, space, ethnic group, history, etc that is the focus of the intervention. Before our interest in the docks, there had been many projects of this nature over the years like the water based floating and light performance during the Glasgow Garden Festival of 1989 and *The Ship* in the Harland and Wolff shed in 1990. Over the period since our involvement in the Docks, there has been involvement from several high profile artists like TS Beall who designed the "Govan Beacon" installation to tweet messages about the importance of local events and activities in the Govan area. Matt Baker and TS Beall, in 2012 involved huge community participation in *Nothing About us Without us is For Us*, which employed mediaeval technology to hurl messages across the river fired from a trebuchet. Nic Green mounted a project called Turn in 2016: a largely vocal and choral piece featuring women with birthdays on the same day decades apart telling the story of their lives. Bells were specially commissioned and cast to accompany the choirs, hauntingly, during the performance.

2017 was the first year of what has become a focussed artist residency programme deliberately designed to partner with Govan Docks Regeneration Trust, cultural charity Fablevision and the University of the West of Scotland in raising the profile and imperative of saving the docks from inappropriate housing development. With funding from Creative Scotland; Lee Ivett and Ben Parry worked with some local young people to create a rope sculpture as a marker for what had been on the dockside. The project was twinned with a similar process in Gdansk, Poland as part of a larger project called Riverside Solidarity. As part of the same project, John Mullen designed a commemorative blue plaque for Govan Graving Docks.

Riverside Solidarity led to a larger partnership collaboration involving six European Cities with similar important, abandoned heritage sites. Called Memory of Water, this artist residency exploration ran for three years starting in 2018. Again, coupled with the University of the West of Scotland, this project was funded by Creative Europe and involved benchmarking with examples of post industrial waterfront regeneration in four other cities as well as Gdansk and Govan. As a result, MoW was able to explore in much greater depth the impact artistic interventionism can have on planning and development. Our main findings have been that while the artists interventions raised awareness of the importance of the site, engaged local people on an emotional level with the site and generally impacted on the profile, the work was largely subliminal, symbolic and wasn't identified by those affected, as key to the process.

### 1.11. Uses for the Docks Since Closing

Since closing down although the site has remained derelict it has been used for a number of media and artistic productions including:

- Location filming for an episode of Scottish Television's police drama series *Taggart*, "The Ties That Bind" (2005)
- Location filming for the music video of Scottish rock band Runrig's "The Story" (2015)
- Location filming for Sam Mendes and Steven Spielberg Film "1917" (2019)

## 2. Regeneration

### 2.1. Why Have the Docks Been Derelict for so Long?

It is perhaps surprising that a site in such a prominent, central location has remained derelict for over 30 years. Particularly when there has been so much regeneration and development elsewhere on the waterfront in Glasgow.

The reasons for this are numerous and from the planning history [1] appear to be primarily a matter of:

- ❑ Economics and market factors (particularly those impacting housing proposals)
- ❑ Viability of proposals for redevelopment
- ❑ Availability of funding for regeneration projects
- ❑ Historic lack of decisive local government action/prioritisation/funds
- ❑ Complexities of developing a large A-listed, low-lying site on a tidal river
- ❑ Ownership – particularly relating to the turnover and core business models of successive owner companies (with implications for ability to develop the site)
- ❑ Possible land banking and lack of incentives for owners to dispose of the site

### 2.2. Why Do the Docks Need to Be Regenerated?

#### 2.2.1. Heritage

The site is an A-listed maritime heritage asset of national and international significance. As with any historic site, ongoing work is needed to protect and maintain the condition of the structures. To our knowledge, such work has not been carried out during the 30+ years that the site has been derelict. There are very clear signs of cosmetic wear and tear to the dry dock structures, significant deterioration of mechanical features (such as the dry dock gates), and structural deterioration of the A-listed pump house building.

#### 2.2.2. Public Safety

The site is currently a health hazard with deep open shafts throughout and unknown residual chemical contamination (and potentially asbestos) from previous industrial use.

Although the dock site is bounded by a metal fence, people are still able to access the site, through gaps in the fence and unlocked gates. It is explored by dog walkers, photographers, urban explorers and young people on a daily basis and is used as a place for consumption of alcohol by underage persons. It presents a serious risk of harm especially to children playing there and to people who may be intoxicated.

#### 2.2.3. Community Pride and Public Amenity

Although there are those who see charm in the abandoned, decaying state of the site it is regarded as an eyesore by many people.

It presents an opportunity to create public amenity in an area where there is under-provision of this and to deliver for Govan the widely recognised benefits associated with bringing abandoned land back into productive use.

### 2.3. The Future Importance of the Docks to the Local Economy

Govan is in an area with high levels of unemployment, including youth unemployment and intergenerational unemployment. In the Index of Multiple Deprivation it is among the most deprived 20% of areas in Scotland [9].

We would therefore expect that creation of sustainable, skilled jobs would be a key priority for the community in the regeneration of a large derelict site in the area. Evidence of demand for this will be presented later in the report.

It would be reasonable to assume that any kind of regeneration of the site would significantly increase footfall in the local area and that there would be a resulting benefit for local businesses. This might include for example a resulting demand for higher-grade retail locally.

### 2.4. Public Policy Implications

There have been a number of public policy and consultation documents issued in recent years that have bearing on the waterfront in Govan and Glasgow. These include:

#### 2.4.1. Glasgow City Development Plan

The current Glasgow City Development Plan (CDP) was adopted by Glasgow City Council in 2017. It is a ten-year planning framework for the City of Glasgow *“including a spatial strategy, policies and proposals for the future use of land and infrastructure”* [10].

In relation to Govan Graving Docks it allocates the site in the housing land supply under housing proposal H015 for up to 800 units. However in appraising the draft CDP in 2016, the Scottish Government Directorate for Planning and Environmental Appeals Reporter took account of representations, that the site should be deleted from the housing land supply. The Reporter’s subsequent recommendation was that this allocation be retained in the current CDP but reconsidered in the next review in 2024. At the time of the CDP review the Scottish Government Reporter noted that there were no live proposals for development on the docks [11].

Subsequent developments, including the refusal of planning consent for housing proposals at Govan Graving Docks and the flood risk concerns raised in the SEPA objection (based on recently revised flood risk data [12]) now render it uncertain whether (and reasonable to consider it unlikely that) the site would be retained in the housing land supply in the next CDP review if it remains disused and undeveloped at that time.

In objecting to the 2017-lodged planning application by NCV Ltd for up to 750 flats on Govan Graving Docks, The Clyde Docks Preservation Initiative (CDPI) recommended a ten-year moratorium on considering housing-led proposals for the site, to allow a more developed policy framework to guide the future of such an important heritage asset [2].

CDPI also concluded that the allocation of the site in the CDP for 800 homes appeared to have been based purely on previous abandoned housing proposals, without any evidence of other factors, such as planning department or independent due diligence of suitable capacity of the site. Indeed the suitability of this appears to have been called into question by SEPA and by Glasgow City Council in refusing consent for housing proposals in 2018. While the CDP housing allocations of private land assets may have been based on outline proposals (and/or aims of land owners), planning decisions on the other hand are made with thorough appraisal of submitted planning consent applications.



### 2.4.2. Glasgow Strategic Development Frameworks

CDP2 – The Sustainable Spatial Strategy of the Glasgow City Development Plan supports preparation of six Strategic Development Frameworks (SDFs) listed below:

- ❑ River Clyde Corridor
- ❑ Govan Partick
- ❑ City Centre
- ❑ Glasgow North
- ❑ Inner East
- ❑ Greater Easterhouse

Both the River Clyde Corridor and (in particular) the Govan Partick SDFs are relevant to Govan Graving Docks.

### 2.4.3. Govan & Partick Strategic Development Framework

In October 2018 Glasgow City Council published one of a number of draft Strategic Development Frameworks for consultation.

The Govan & Partick Strategic Development Framework [13] is focused on reconnecting the two historic city districts of Govan and Partick. A key element of this is the planned construction of a pedestrian bridge from Water Row in Govan on the South bank to a site adjacent to the River Clyde and River Kelvin confluence on the North bank.

The SDF identifies Govan Graving Docks as a *Key Development Site* but is no more specific than that. It is highlighted in a map on page 13 of the draft SDF, titled: “Innovation District – building an innovative cluster of learning, research and industry”. This could suggest a shift in the council’s view of the graving dock site moving away from any housing development (possibly towards a light marine industry or technology approach) but more policy evidence and detailed information is needed to support such a supposition.

### 2.4.4. Clyde Corridor Strategic Development Framework

The Clyde Corridor SDF [14] is focused on successful regeneration of the River Clyde Corridor and development of an overall vision for the river. It would be critical for Govan Graving Docks to fit into this.

*“The SDF provides a clear route map towards the ‘River Clyde 2050’, where the successful regeneration of the River supports a critical mass of people and activity helping it to function as a unified entity, supporting a variety of economic, environmental and social uses and be recognised as the most important and vibrant part of the urban green and blue networks in the City Region. “*

**The Govan Graving Docks site is mentioned on page 32 of the draft SDF:**

*“The Graving Docks are an important Grade A listed structure, both for their architectural quality and historic resonance with the area. Future development should acknowledge its heritage and enhance its prominent setting on this pivotal part of the River Corridor. The Graving Docks are within the functional floodplain of the River Corridor and therefore new uses for the site will need to be responsive, adaptive and resilient to these environmental conditions. In addition, future development will also have to carefully consider it interfaces harmoniously with its surrounding low-rise*



*residential urban form and views along the Clyde. The site will greatly benefit from enhanced connectivity to SEC and Pacific Quay and the construction of a new bridge crossing at Canting Basin opening to River is considered fundamental to this. Historically the site was connected to the West End via a ferry route and the potential to re-establish a River crossing here should be explored further.”*

**From the above quote we can take particular note of the following points:**

- ❑ The need to acknowledge the heritage and enhance the key setting
- ❑ The need to be developed with uses that are suitable for a flood plain location

#### **2.4.5. Glasgow City Region Deal**

The Glasgow City Region Deal [15] was funded by both the Scottish and UK Governments and was set up to fund major infrastructure projects and support growth in key economic sectors. It is delivered through a partnership of the local authorities in the Greater Glasgow region.

Funded projects include the planned footbridge linking Govan and Partick and a proposed road bridge between Yoker and Renfrew.

There is allocation within the City Region Deal budget for a pedestrian bridge linking Govan Graving Docks to Pacific Quay, which would contribute to improved pedestrian access along the waterfront (across the entrance of the canting basin). However this would be contingent on a regeneration of the graving dock site to open up the waterfront to public access. This would create a much-improved pedestrian and cycling route along the South bank of the river to central Govan since at present the only pedestrian access is around the south of the Princes Dock Canting basin and past the graving docks on Govan Road.

#### **2.4.6. Clydeplan**

While the above-mentioned City Development Plan and Strategic Development Frameworks relate to the City of Glasgow, Clydeplan [31] is the operating name of the Glasgow and Clyde Valley Strategic Development Planning Authority Joint Committee. It is a partnership of the local authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire.

*“The principal role of Clydeplan is to prepare and maintain an up to date Strategic Development Plan (SDP) for the Glasgow City Region.”*

The current Strategic Development Plan was approved by the Scottish Government in July 2017.

*“SDPs are intended to be ‘concise and visionary’ documents which set out a clear vision and spatial strategy for their area. SDPs focus on the key land use and development issues that cross the planning authority boundaries.”*

### 3. Development of Dry Dock Sites at Other Locations

We cannot address the future of the Govan graving docks without considering what similar dry docks elsewhere are now used for. Such uses serve to provide inspiration and demonstrate feasibility for what could be done in Govan.

#### 3.01. Garvel Dry Dock (Greenock) and Troon Dry Dock

The dry docks at Garvel Island in Greenock and at the former Ailsa Shipyard in Troon continue to be operated as commercial dry dock facilities by dry dock specialists Dales Marine Services Ltd.

The Garvel dry dock in particular has a high turnover of ship maintenance and repair work, with a major customer being Caledonian MacBrayne, which operates the ferry fleet serving the West Coast of Scotland. The historic paddle steamer PS Waverley is often serviced in Garvel dry dock.

The block stone construction of these dry docks is similar to those at Govan. They are also similar in size to no. 1 dry dock and no. 2 dry dock at Govan.

Garvel dry dock was completed in 1877 [18] and so dates from the same period as Govan Graving Docks.

The adjacent James Watt Dock serves as a marina and the historic Sugar Sheds buildings still remain there [19]. Nearby flats on the waterfront although of recent construction are in an architectural style that is sympathetic to the Sugar Sheds.

A Titan Crane (similar to those at Finnieston and Whiteinch in Glasgow and adjacent to the site of the former John Brown shipyard in Clydebank where the QE2 was built) still stands on the quayside at James Watt Dock.

#### 3.02. Greenwich Cutty Sark

The restored tea-clipper Cutty Sark is on permanent display out of water in sealed dry dock at Greenwich in London. The visitor attraction includes a glass canopy over the dry dock around the hull of the vessel.

Adjacent to the Cutty Sark is a Rotunda building providing access to the pedestrian tunnel that runs under the River Thames and is still open to the public. The National Maritime Museum is nearby and maritime heritage is apparent throughout the Greenwich locality.

The Cutty Sark was built by Scott & Linton shipbuilders in Dumbarton and launched on 22nd November 1869.

The Cutty Sark dry dock was built for the specific purpose of preserving the vessel out of water. The foundation stone was laid by HRH The Duke of Edinburgh in June 1954 and the dock took seven months to complete [20].

The Cutty Sark has seen record visitor numbers since restoration following extensive damage from a fire in 2007 [21].

### 3.03. Belfast Titanic Quarter

Hamilton Dry Dock sits adjacent to the Titanic Belfast museum and has been restored to accommodate permanent out-of-water display of SS Nomadic, originally built as a tender vessel for the Titanic [22].

Opened in 1867, the Hamilton dry dock is of similar stepped-wall construction to no. 2 dry dock at Govan and was in a similar derelict state prior to restoration for the SS Nomadic [23].

The Caisson (gate) of the Hamilton dry dock was constructed by Harland and Wolff. It is still in place to this day and is understood to be the oldest surviving example of Harland and Wolff engineering [23].

### 3.04. Portsmouth Historic Dockyard

Portsmouth Historic Dockyard is home to the National Museum of the Royal Navy. Dry docks there are used to accommodate a number of historic vessels out of water; including Lord Nelson's Flagship HMS Victory and HMS M33, the only remaining WWI Monitor vessel [24].

### 3.05. Hull Maritime Museum

Hull maritime museum incorporates a dry dock that has been re-purposed to accommodate the historic fishing vessel Arctic Corsair as a permanent out-of-water exhibit.

The vessel is expected to be in the dry dock in 2021 [25].

### 3.06. Boston Dry Dock No. 4

Dry Dock No. 4 in Boston (MA, United States) is owned by the city and has been proposed for development as a waterfront park after being closed for four decades [26].

### 3.07. Historic Dockyard Chatham

The dry docks at Historic Dockyard Chatham in Kent are scheduled monuments and are now used for permanent berthing of decommissioned naval ships and submarines. No. 3 dry dock was built in 1820 and is now home to HM Submarine Ocelot. No. 4 dry dock was built in 1840 (enlarged in 1908) and now accommodates HMS Gannet (launched 1878). Historically these docks were used for both shipbuilding and ship repair for the Royal Navy [27].

### 3.08. Bristol Albion Dry Dock

The Grade II listed Albion Dry Dock in Bristol reopened in 2018 as a working ship repair and maintenance dock after having been derelict for three years. It dates back to the 1820s and is the largest dry dock in Bristol [28].

### 3.09. Richmond Dry Dock, Appledore

Richmond Dry Dock in Appledore, Devon reopened in 2012 following 60 years of disuse. The Grade II listed structure was at one time the largest dry dock on the Bristol Channel. It took nine months to repair at a cost of £190,000.

It is now in use for dismantling and recycling of small vessels [29].

### 3.10. Clarendon Graving Docks Belfast

There was discussion in 2017 of removing the listed status of the Clarendon Graving Docks. The reason for this was that the scheduled monument status of the structures was deemed a more appropriate form of protection [30].

No.1 Graving Dock was completed in the 1800s and is the oldest surviving part of Belfast's port. No. 2 Graving Dock and the associated buildings were completed in 1826.

### 3.11. Scott's Dry Dock, Greenock

The derelict Scott's Dry Dock, also known as "The Submarine Dock" was formerly part of the Scott Lithgow's Cartsburn Shipyard in Greenock [32].

Completed in the early nineteenth century it is now thought to be the oldest existing dry dock in Scotland.

Like Govan Graving Docks it is category A-listed and is included in the buildings at Risk Register as *at risk* [33].

## 4. About The Govan Voices Project

### 4.1. Reasons for the Project

It was apparent that developing a sympathetic strategy for regeneration of the graving docks needed to engage the local community, community of interest and stakeholders in shaping the vision.

Govan Docks Regeneration Trust started because of a vision of bringing the graving docks back to life as a maritime heritage park. However for such a broadly defined concept to be successfully developed into a set of specific and deliverable objectives it was critical to begin with identifying the needs and aspirations of the community.

#### **It was important to understand and document:**

- The relationship that local people have with the industrial heritage of their area
- How people in the community see the future of their area
- Priorities of people in the area
- What local people would like to see done with the graving docks
- How the future of the graving docks needs to contribute to and enhance the local area
- How the graving docks need to relate to other key heritage attractions on the Clyde and developments on the waterfront in Glasgow

### 4.2. Aims and Objectives of the Project

- Research and document the views of the local community in and around Govan and Glasgow about the future of the graving docks
- Raise awareness about the graving docks, their history, current condition and future potential
- Inform a Strategic Development plan setting out Govan Docks Regeneration Trust's objectives for the future of the site based on community and stakeholder buy-in

### 4.3. Need for the Consultation Delivered by the Govan Voices Project

Although there have been numerous proposals put forward in the past for development or regeneration of the graving docks, it is not apparent that these involved significant community involvement at the concept development phase.

We regard it as important that the views of the community are able to guide (even if not entirely dictate, since expert input is also required) formation of the core strategy that will be used to develop a future vision for the graving docks.

This inclusive approach is particularly important in relatively disadvantaged communities that do not always have the same opportunity for their voices to be heard. For example many approaches to social inclusion and planning take a top-down approach, where officials simply notify people of what is going to happen in their area. Many government policies do not consider the views of the people directly impacted by them in any way at all. This is most profound in for example measures for tackling youth unemployment, which has an increasingly punitive approach laid-down by a political elite (with no input from or consultation with those who are the focus of the policies), reacting to prejudiced media-driven narratives that are based on conjecture rather than evidence.

However in recent years Scottish Planning Policy has been making a significant shift towards greater community empowerment, for example with legislation supporting community right to buy and/or community right to force sale of disused/abandoned land and or buildings.

As an organisation Govan Docks Regeneration Trust believe we need to be proactive in taking “on the ground” action in line with this policy shift to community empowerment and not simply meet the requirements of it as a compliance / box-ticking exercise.

We aim to encourage a level of active community engagement in the strategy stage of a regeneration project that is unprecedented in Govan in recent years.

#### 4.4. Target Outcomes and Key Outputs

- ❑ Find out what local people, the broader communities (Greater Glasgow as well as heritage interest community) and stakeholders aspire to for the graving docks
- ❑ Quantify levels of support for identified options for regeneration of the graving docks
- ❑ Identify new opportunities and/or ideas for the future of the graving docks

#### 4.5. What the Project Aimed to Identify

- ❑ Identify ways for the graving docks to contribute to developing a stronger and more connected community
- ❑ Identify ways for the graving docks to create a desirable space that is beneficial to Govan and Glasgow
- ❑ Identify ways the graving docks can be a driver and/or catalyst for sustainable skilled job creation
- ❑ Identify the sense of local importance placed on the history and heritage of the docks (and shipbuilding in Govan)

#### 4.6. What the Project Specifically Did Not Address

The following are critical issues that will need to be addressed with stakeholders in due course. However they are not able to be assessed at this stage and are not part of the scope of this project.

- ❑ Site ownership issues
- ❑ Technical feasibility of identified options for the graving docks
- ❑ Financial and/or economic viability of identified options for the graving docks
- ❑ Specifics of compliance with the implications of the A-listed status
- ❑ Specific design concepts or design briefs for the graving docks
- ❑ Implications of flood risk and other environmental factors associated with developing the docks

## 5. The Consultation Process: Overview & Methods

### 5.1. Objectives and Purpose

1. Gather public opinion
2. Increase awareness
3. Engage potential stakeholders

### 5.2. Consultation Approach

The consultation's approach used a variety of methods so as to reach a diversity of people, while maintaining focus on Govan residents, stakeholders and community organisations. This was adapted based on feedback.

### 5.3. Consultation Methods

#### 5.3.1. Questionnaires

The questionnaire was designed to gather information on awareness of and desires for the Govan Graving Docks. Demographics of the respondents were gathered: gender, age and postcode. This information was then categorised into five age groups, G51 postcode, Greater Glasgow, and elsewhere.

#### The questions consisted of:

1. What do you know about the Govan Graving Docks? Their importance, history, current state?
2. What do you know about campaigns to save the docks? Petitions, events, artists' involvement?
3. Do you know about recent planning proposals for the docks?
4. What would you like to see happen next with the Graving Docks?

The online questionnaire was circulated widely; through community groups and organisations, GDRT social media, emails, and by handing out fliers with the GDRT website so that people could locate the questionnaire page. Questionnaires were also distributed in person; at pop-up stalls, at meetings, at workshops/focus groups, when visiting external events, and giving questionnaires to organisations for members to complete and collecting them at a later date.

#### 5.3.2. Interviews

During the consultation formal and informal interviews were conducted with residents, stakeholders, a variety of students, business owners, representatives from community groups, charities and larger relevant institutions, artists, representatives of relevant maritime, heritage and industry advocacy groups, volunteers of tourist/history attractions in Govan, councillors, community councillors, boating clubs, police, local MSPs, and members of European organisations working on projects concerned with post-industrial waterfront regeneration.

### 5.3.3. Exhibitions

Exhibitions of the consultation and background of GDRT were held during our architecture competition (see below) and at the CDPI 'Turning the Tide on the Clyde' event. Informative posters were displayed and board members, the project director and project coordinator were present to discuss the consultation with interested people. Having a visual cue and summarised information helped prompt discussion on the future of Govan Docks and their current condition.

### 5.3.4. Student Architecture Competition

A student architecture competition was run by GDRT, funded in part through sponsorship/crowdfunding provided by the Clyde Docks Preservation Initiative (CDPI).

The architecture competition exhibition was held at the Pearce Institute in Govan in June 2018 with assistance from the University of Strathclyde Architecture Department and from Neil Baxter, former Secretary of the Royal Incorporation of Architects in Scotland (RIAS). The judging panel consisted of Kirsteen Mowat from Govan Help, Ian McCracken from Govan High School, two practising architects; Neil Whatley from Keppie Design and Becca Thomas from New Practice, as well as Tom McNally, at the time Deacon Convener of The Trades House of Glasgow and Board Member of the Pearce Institute.

The judging panel chose the three winning designs. Members of the public were also encouraged to rank their three favourite design submissions and write comments on aspects of designs they did or did not like.

The entries submitted by the students also formed part of their academic coursework for their final degree assessments.

#### Overview of the three winner and runner-up entries:

##### First Place

The winning design proposal was from Christopher Whitton from University of Glasgow/Glasgow School of Art. This design used one of the dry docks as a covered amphitheatre, a floating exhibition space and a working dry dock in no. 2 dock for ship repair. The site also included wildlife, parkland, community and family space, elements of tourism and education, space for recreation, a pool, room for visiting boats, and a bridge to the Science Centre.

##### Second Place

Mohannad Khalaf from University of Strathclyde. The design also had a variety of uses, including a nature reserve, education, parkland, botany, tourism, advanced education, a café, baths and a steam room, laboratory, and a seed archive.

##### Third Place

Nayana Sevela from Glasgow School of Art. The design proposal for the site consisted of a maritime museum, working dry docks, wildlife, parkland, a bridge to the Science Centre, a cruise liner stop, and community pavilions on Govan Road with observation decks – a book club, café, observatory, art gallery, and venue.

#### Public ranking and overview of comments:

The event was well attended, and summaries of the three winning designs were presented to the local community council; Govan East Community Council. These results were presented



to the community council in such a way as to gather feedback from the community councillors on whether they believed the needs of Govan had been addressed by the designs.

### 5.3.5. Workshops

A formal workshop was held at the CDPI Turning the Tide on the Clyde event on 27 June 2019. The questions discussed were:

1. What are the problems, issues and barriers in bringing the graving docks site back to life and how could these be overcome?
2. What should be the primary use(s) for the graving docks site?
3. Who are some of the potential stakeholders that could be involved in developing the site and managing its future?
4. How does the regeneration of the site need to benefit Govan and local people?

The workshop was facilitated by Govan Voices Coordinator Hamish Rhodes and Maurice Hickey from Inkdesign Architecture.

Maurice Hickey had been invited to co-facilitate since at the time Inkdesign Architecture had been working on a proposal for industrial use of the dry docks for Ferguson Marine [34]. At that time this was the only specific development proposal for the site that was in the public domain (proposals for housing development having already been refused planning consent in 2018).

#### An overview of the results of the workshop:

##### 1. What are the problems, issues and barriers in bringing the graving docks site back to life and how could these be overcome?

- Money/funding. What is the money needed for?
- Planning permission
- Ownership
- Ownership/planning needs clarified/resolved
- Compulsory purchase order
- Not for housing development (SEPA and others), what to use the site for?
- Flooding issues
- Fix pump house

##### 2. What should be the primary use(s) for the graving docks site?

- Water based: marine, activities, boat trips
- Museum
- Café
- Link bridges to Riverside Museum
- Pedestrian walks/tours
- Community events
- Docking for the Waverley/visiting boats/Queen Mary
- Marina

##### 3. Who are some of the potential stakeholders that could be involved in developing the site and managing its future?

- Ferguson Marine
- Glasgow City Council

- Riverside Museum/Waverley/Queen Mary
- Hydronation
- Scottish Water
- Look for new funders
- Scottish Enterprise
- National Lottery
- New Glasgow College (Glasgow University Innovation Campus)

#### 4. How does the regeneration of the site need to benefit Govan and local people?

- Available for the whole community
- Keep it affordable/free
- Involvement/ideas from the community
- Employment
- Tourism
- Community centre/pop-up shops
- Leisure centre
- Events
- School

#### General Comments

- Focus group impressed by Inkdesign plans and feel more people should have access to view these
- Feeling that there is a lack of public information about ownership of site, as well as information on development restrictions of the site (i.e. SEPA comment on flood risk)
- Money needed, but for what purpose exactly
- Consensus that Glasgow City Council would need to be involved

During the consultation there had also been valuable informal workshops, where Govan-based groups and organisations were visited and asked questions about what they would like to see at the Govan Docks site and how this could benefit local residents. These groups included meetings with heritage and maritime industry advocacy groups, pop-up stalls at Govan Cross Shopping Centre, visits to East Govan Community Council, Ibrox and Cessnock Community Council, stalls at two 'Gaining Skills' events run by Govan Help, and with University of the West of Scotland students.

#### 5.3.6. Guided walks

The approach for the guided walks was to create an open discussion about the future of Govan and what kind of impact the regeneration of Govan Graving Docks could have on the area. The guides of the walks provided information on history, current developments in the area, ideas and proposals for the graving dock site, the needs and desires of Govan, and the current maritime and heritage situation in Scotland. Talking points were given to help discussion and cover key subjects, but the idea of an open forum was always encouraged.

24 guided walks were organised (17 in total went ahead after weather cancellations / nil attendance and were attended by a total of 81 people) and led in groups, once or twice a week over the summer, as 'walking focus groups'. A free booklet on the information the walk covered was given to every participant. There were several intentions behind the information provided by the guides:

1. Educate on the history around the Dry Docks and Govan's industrial past (including raising awareness of the current situation / status of the docks)

2. Educate on Govan's ancient history (e.g. importance as a centre for the Kingdom of Strathclyde)
3. Provide context between Govan's industrial past, the current maritime situation in Scotland, and the future use of the Clyde and Govan Graving Docks
4. To help gather opinions on the current state of the graving docks, as well as current, past and future developments adapting to address the issues
5. To aid in helping to gather opinions on future potential for the graving docks
6. To help gather opinions on the issues around the under-use of the Clyde and Scotland's maritime situation
7. To encourage an open space for a diverse range of people to discuss what the Govan area needs

### 5.3.7. Social Media

Facebook was used as an ongoing public forum to collect opinions from members of the public and encourage debate around regeneration. This approach was also used for awareness building of the issues GDRT is concerned with, as well as to provide debate of relevant heritage issues. Very importantly, this was a good method to promote ways people could get involved in the consultation itself. Facebook was key to the consultation, as a form of 'free' information gathering, awareness building, recruitment of consultees, and promotion of consultation events.

Social media was also important for supporting relevant events and news from other Govan, maritime and heritage organisations. Helping and building connections with charities, social enterprises and community groups was very important throughout the consultation process.

### 5.3.8. Networking Outreach

Networking with stakeholders was carried out throughout the consultation. Forming an idea of key potential stakeholders and recruitment of GDRT board members was important for the consultation to have a long-term, meaningful impact, and for the research and findings from the Govan Voices project to be taken further.

The Director and Coordinator of the consultation regularly attended community events and heritage related events. Trustee members of the board have also attended events. During these, representatives of GDRT would use this as a listening exercise, to find out opinions on local issues; discuss and gather views on the future of Govan Docks; explain and promote the consultation; get suggestions on how the consultation could be run differently, or specific groups that could be contacted.

Our founding organisation; research and advocacy social enterprise The Clyde Docks Preservation Initiative (CDPI), has conducted a great deal of background research on the future of the Clyde and the relevance of Govan Graving Docks in this. This consultation process has been informed by CDPI's focus on maritime research and evolution of heritage ("living heritage"). Their project *Turning the Tide on the Clyde* has been valuable in providing networking, events and feedback to our process. CDPI has also provided pro-bono operational support and resources to GDRT's consultation process.

Throughout the Govan Voices consultation project, there has been close consultation with the Creative Europe artistic programme Memory of Water. This has enabled Govan Voices to have a wider view of the European context around waterfront regeneration and to include this insight in public discussions in Govan.

The Consultation Coordinator and one of the Trustee board members, not funded by the Govan Voices consultation, travelled to Gdańsk, Poland, to discuss waterfront regeneration with Memory of Water partners and to be involved in participatory art installations regarding

communities and post-industrial waterfronts. This period included discussions of the Govan Docks, the consultation, and comparisons to other, similar situations and consultations in mainland Europe. Through this we have benefited from being able to tap into the broader work of the charity Fablevision (which works with primarily long-term unemployed and disadvantaged young persons) and academic research from the University of the West of Scotland.

Various outreach methods have been used to promote GDRT and the consultation, as well as relevant news from local community organisations and relevant developments and planning in the local area and Scotland. The use of graphic design and digital posters had been successful, and this can be shown by social media engagement and reach. A professional Glasgow artist was recruited to submit two drawings to be used in promotion. This artwork was voluntary and has been a successful image to draw attention.

The GDRT website has been kept up to date with relevant information on the consultation, and has been used a central point for contacting and receiving basic materials. Flyers have also been used – both a standard leaflet with contact information and the GDRT website, and also a specific more detailed flyer for the architecture competition which was widely distributed in Govan. We have also been successful, due to networking and relationship building, to have the consultation, questionnaire and specific events promoted in external community newsletters.

Outreach also relied heavily on word of mouth, and by visiting business and community groups. Guides on the walks would always encourage participants to suggest the consultation events to people who would be interested. During the consultation, for publicity two pre-recorded interviews were also conducted. One with Sunny Govan community radio station (about the architecture competition), and one with Clyde 1 Radio (which had invited us to comment about the filming taking place on the graving docks for the Stephen Spielberg Film 1917).

### **5.3.9. Vox Pops and Short Films**

Vox pops were used to gather a snapshot of opinions. Short films were used to spread awareness of the consultations and the issues of the Govan Docks.

## **5.4. Consulted Parties Overview**

### **5.4.1. Individuals**

Individuals consulted included a wide range. Mostly residents of Glasgow, with a clear focus on people living, working and volunteering in Govan. A variety of ages and a mix of genders were interviewed, as well as a mix of different professions, unemployed people and students. Children were not widely consulted, but parents and representatives from schools and children's organisations were.

### **5.4.2. Businesses**

Govan based businesses were visited and emailed to get opinions on what they felt the local area needed. It was encouraged that the questionnaire be circulated with their employees where relevant.

### 5.4.3. Social Enterprises and charities

Social enterprises have a commitment to community and social issues, so it was key that Govan and Glasgow social enterprises were consulted. A wide range of Glasgow based social enterprises were informally consulted during events. As charities are focused on helping people, it was important that a range of charities be consulted.

### 5.4.4. Organisations

- Rowing clubs
- History groups
- Museums

### 5.4.5. Institutions

- University of the West of Scotland
- University of Strathclyde

### 5.4.6. Community leaders

The Consultation Project Director and the Project Coordinator gave a brief presentation to Ibrox and Cessnock Community Council to make them aware of the consultation process and get input and advice. Following the presentation, there was a discussion with community councillors, local residents, and local city councillors. There were helpful suggestions of groups to contact. There was a strong feeling that facilities for the city were key. The community council were concerned about sanitation problems in the area, and this seemed key on their mind. People expressed unhappiness with the idea of high-rise housing on the Govan Graving Docks site (as had been proposed in the owners' planning application rejected by Glasgow City Council), and a concern about stretching facilities and services in the South Side of Glasgow even further.

As well as visits to Govan East Community Council meetings to listen to concerns of community councillors about the local area, the Project Coordinator also gave a brief presentation on the consultation process, interim results and the results of the architecture competition. Issues and thoughts from this meeting, which community councillors raised, were:

- Concern about ownership of the land
- If Ferguson Marine took over the site, would it be supplemented by housing
- A mix of people living in Govan could be positive, and that wealthy people coming into the area would mean they would spend money. Therefore a mix of housing could be beneficial
- If Ferguson Marine could get involved in the site this would be very positive
- Members of Govan East Community Council agreed that the presented ideas [from Ferguson Marine] sound great but would like to see something practical being done
- Regarding student architecture designs – positive to see genuine ideas which have not been “brought down” for “Govan level”
- All seem to agree winning designs are good ideas
- Opinion expressed that GDRT should be speaking to owners of the site New City Vision
- No major problems with any of the consultation interim results

### 5.4.7. Local Politicians

Conversations were held with politicians including Glasgow MSPs and Councillors.

Local politicians expressed strong interest in wanting to see industry, a social aspect, maritime or housing for the site. However, were clear they were not willing to commit to any ideas as good or bad without being given a well-formed proposal. Jobs for the area would clearly be an ideal outcome.

### 5.4.8. Artists & Activists

Our Govan Voices consultation process has benefited greatly from the involvement of artists and activists in the process.

The key driver has been the Clyde Docks Preservation Initiative (CDPI) campaign; to save the docks from inappropriate planning applications from housing developers and promote the concept of a maritime heritage park. This activism and advocacy had attracted over 12,000 signatures on an online petition within the first two years as well as bringing artists, academics and other successful campaigners on board. CDPI has also had dialogue with the Campaign to Save Inchgreen Dry Dock in Greenock leading to a whole Clyde clarion call for re-industrialisation of the River and a halt to the erosion of the infrastructure that would make that possible. There have also been discussions with the North Kelvin Meadow campaign, which successfully challenged another controversial development on a community green space in the West End of Glasgow by the owners of Govan Graving Docks. The North Kelvin campaign ultimately led to the Council-owned site being recommended for removal from the housing land supply in the Scottish Government Directorate for Planning and Environmental Appeals (DPEA) Reporter's review of the Glasgow City Development Plan.

Key players in the CDPI campaign were Arthur Nicholls who is extensively involved with the development of The Kinning Park Complex as an innovative arts, culture and community education centre in the heart of Kinning Park; John Taylor of Fablevision, a locally based cultural charity and Liz Gardiner, also from Fablevision but engaged as a PhD researcher with the University of the West of Scotland (UWS). The founding Director of CDPI, Iain McGillivray is also a photographer. Thus the whole CDPI team were uniquely equipped to adopt a cultural planning approach to the campaign to save the docks. For this reason, the Graving Docks campaign has taken a cross sectoral, creative, artist and community involved cultural planning approach to influencing planning for the docks.

The first deliberately designed artistic intervention was led by Fablevision in partnership with UWS who had been running summer school programmes between Govan and Gdansk for several years. An application from Fablevision to Creative Scotland allowed a full year of four artists delivering work. Called Riverside Solidarity, artist TS Beall linked with a women's heritage group in Gdansk and explored the joint shared history of the writing out of women's voices from both the Upper Clyde Shipyard sit-ins in Govan and the Solidarity movement in the shipyards of Gdansk. John Mullen decided to commemorate the activities that had been delivered at the Graving Docks with a commemorative plaque, Ben Parry and Lee Ivett built twin sculptures from shipping rope found on the dockside of both Govan and Gdansk and Andrew McAvoy explored the joint histories of WW1 submarine manufacture and use during the war. The involvement of UWS and the research project meant that the artistic activities could be underpinned by conferences, dialogue events, workshops and an exhibition in the Queen Elizabeth University Hospital in Glasgow.

During Riverside Solidarity, again thanks to Liz Gardiner and Fablevision's involvement in the European River Cities Network, Liz and the Gdansk partners organised a River Cities Network seminar in Gdansk which targeted other post industrial rivers, inviting them to be part of a larger project with an application to Creative Europe for support for action research in six cities. The aspiration was to discover what makes the difference between artistic intervention

that leads to hijacking and/or gentrification and artistic interventionism that impacts positively on future planning decisions. This larger partnership collaboration involving six European Cities with similar important, abandoned heritage sites was called Memory of Water, and is an artist residency exploration based in each city running for three years starting in 2018. With the University of the West of Scotland, this project involved benchmarking with Stockholm/Gothenburg, Ostend, Limerick and Levadia as well as Gdansk and Govan. Our main findings so far have been that while the artists interventions raised awareness of the importance of the site, engaged local people on an emotional level with the site and generally impacted on the profile, the work of artists is largely subliminal, symbolic and without partnership with activists, academics and other sectors (including the local authority and politicians), is most likely to succumb to a process of gentrification where the artists actually become part of the problem that they are seeking to combat.

A key advantage of the Memory of Water collaboration was visible in the late summer of 2019 when all the artists and partners were hosted in Glasgow and Glasgow City Council provided support. A civic reception for the group, hosted by the Lord Provost, has led to the involvement of councillors and other key players in for example the Trades House and Merchants House of Glasgow. We are looking forward to seeing how this plays out in the future but already, there is the possibility of an exhibition and conference event in the Scottish Parliament linked to the final visit to Glasgow from our memory of water partners in June 2020 *[Note: at the time of publishing this version of the report, this has been postponed to 2021, due to the Covid-19 crisis].*

Our main learning from this process is that while artists can be powerful in engaging local people, in transforming the narrative and raising the profile of a place, there is need for cultural planning and involvement with cross sector partners. The responsibility for delivering alternative planning solutions can't just be left to the artists. All the other sectors and key players must step up to the plate in solidarity for a real difference to be made.

#### 5.4.9. Academia

Key players in the Govan Voices consultation have been academics. PhD student Liz Gardiner focused her research on the Govan Graving Docks and her involvement meant that the resources of UWS were able to be marshalled and brought to bear on the process. There was huge contribution to seminar events from academics like Professor Katarzyna Kosmala and Professor Graham Jeffrey who are experts in artistic curation and city regeneration respectively. Other students and representatives from the University of the West of Scotland were also involved. For example, Elena Koumpouzi whose complementary research on similar issues in Scottish Canals complemented the work of this project perfectly. Other involvement from academia was from the University of Strathclyde (who supported the architecture competition where their students submitted designs for alternative plans for the docks) and the City of Glasgow College which hosted the CDPI *Turning the Tide On the Clyde* launch event that focused on re-industrialisation, sail cargo, the possibility of a Clyde Wide Festival and other issues as well as the future of Govan Graving Docks. These three schools covered the three main areas of our cultural planning explorations. The University of the West of Scotland focused mainly on cultural and social practices; the University of Strathclyde was the architecture department, and with the City of Glasgow College nautical studies and marine and seafarers training and education [a key UK centre for training merchant navy cadets].



## 5.5. Research

- Local
- National
- International
- Memory of Water consulting
- CDPI and TToC consulting
- Reading secondary source reports, articles
- Noting secondary source databases
- Secondary source planning developments, consultations



## 6. Findings: Overview and Explanation

### 6.1. Questionnaire Findings

#### 6.1.1. Demographic

Demographics of consulted individuals show a majority are women, and that a majority are older than 35. In terms of residence, most are from Govan, and nearly all live in Glasgow.

#### 6.1.2. What do you know about the Govan Graving Docks?

Most participants seem to know a lot or know some about Govan Docks, with only a minority knowing little or nothing. A high level of knowledge about the history and heritage of site is apparent, as well as knowledge about the current state of docks. Awareness about the future of the site is lower, but still relatively high.

#### 6.1.3. What do you know about campaigns to save the docks?

Awareness of campaigns or activism intended to save the docks is mostly little, no knowledge or some knowledge. However, a minority are well informed on campaigns and events. Within these figures, understanding of campaigns, GDRT news and guided walks are most common. Awareness of petitions and artist interventions is low.

#### 6.1.4. Do you know about recent planning proposals for the docks?

Knowledge of planning proposals for the site were quite evenly split, with more knowing about the proposals than not. Very few were aware of proposals from Ferguson Marine or of idea for a heritage museum/site. Significantly more were familiar with New City Vision plans for housing [we might speculate that the campaign against the housing plans, which gained local and national media attention, contributed to the raised level of awareness].

#### 6.1.5. What would you like to see happen next with the Graving Docks?

Please note: The question is open, and respondents were free to write what they liked. These results were then categorised to gather an overview of opinions. It is important to be aware that participants were not confined to one category when expressing ideas for the site, and any reader should be aware of the large size and scope of the site. For example, a respondent may suggest a community park and a heritage museum, or a sports centre and cafés.

A clear majority were in favour of the land being used as a heritage museum or site, with the opinion between it being a site or centre/museum quite evenly split.

The next most popular suggestion was that of a community space, with a park or green space being more suggested within this category.

Govan Docks being utilised as a working dry dock was the third most popular suggestion.

A fair amount of interest was in the site being used for leisure, with the idea of a sport facility.

A reasonable amount of interest was expressed in the site being used as commercial, with most ideas focusing on cafés, restaurants and pubs. Some suggested shops.

Out of the six categories, housing was least popular, with an explicit expression for social housing which is affordable for local residents. It should be noted that twice as many participants suggested expressly that the site not be used for housing.

Suggestions which do not fall clearly into any of the categories, included an interest in the site being utilised to bring employment to the area, non-specific regeneration or development, and that the use of the site should deliver training or apprenticeships to young people. There was also fairly high level of proposal from participants that the site be mixed-use.

## 6.2. Guided Walks Findings

### 6.2.1. Industry

The recent decline and possible return of industry on the Clyde, and specifically Govan, was always a key point of discussion in the guided walks. While the majority of participants voiced support for the idea of a return to industry, shipbuilding and ship repair in Scotland, there were concerns from some about the feasibility of this. A minority expressed the opinion that industry has moved on and been replaced by commercial businesses – and that a return of industry to the Govan waterfront would be undesirable because of noise, aesthetics and the potential of local pollution.

We should note that that there is a lingering perception of shipbuilding and related industry being dirty and dangerous – however modern shipyards, fabrication and repair facilities are clean with noise pollution and health & safety being carefully managed. There may be a need for greater education to change peoples' perception of this which a further consultation / education exercise could focus on as part of our continuity process. There is also a need for further research into reasons for scepticism over return of industry, particularly in Govan but also wider on the Clyde and nationally. Is this scepticism about the notion itself of bringing back industry (preference being for other economic sectors with a "cleaner" image) or scepticism about whether it is viable?

### 6.2.2. Feasibility of shipbuilding and repair on the Clyde

#### Impact of return of ship repair in Govan

Discussions suggested that there is a high consensus of support for a return of ship repair to the Govan Graving Docks. There is a strong feeling that ship repair on this site would provide skilled long-term employment, as well as pride, to the area. Workers might spend money in local shops and live in flats near work. This could encourage cafes, restaurants, bars, community centres, higher-grade retail, etc.

**Effect of skilled employment in Govan**

There is a high desire for skilled, long-term employment in the Govan area. Opinions and discussions strongly suggest a belief that employment would bring prosperity, facilities and security to residents in the area. A clear concern communicated is of young people being at risk from being involved in crime and anti-social behaviour – and further that being aware of secure employment and training in the future would have a positive impact.

**Reasons and impact of collapse of shipbuilding on the Clyde and in Govan**

There is a definite interest in the causes of the collapse of shipbuilding in Govan, Glasgow and the wider Clyde. Questions raised and discussed by participants covered whether the decline in industry and manufacturing was an indication that a different economic model is and was needed, or whether with different management and investment the shipbuilding industry could have grown. Examples of other countries investing in shipbuilding successfully were cited, and the idea of diversifying Scotland's income away from mainly commerce (not only for financial security, but also for health, mental wellbeing and local or national pride).

**6.2.3. Community****Priority needs of residents of Govan**

Community involvement and voice in local matters, having places for entertainment at night, problems with young people and crime/anti-social behaviour, closures of community centres, facilities (bins and sanitation, parking, roads)

**Relationship of employment/unemployment and mental health/pride**

Discussions included the effects of unemployment in Govan. People could remember an extreme contrast in Govan between the status quo and when the shipyards and docks were operational. Practical changes included a better sense of community due to more facilities, and more entertainment. However, in terms of mental impact, people talked of the energy in the area having a huge influence on their happiness and sense of belonging/community.

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**6.2.4. History/heritage****Significance of ancient history of Govan**

Participants were interested to learn about the significant ancient history of Govan. A previous knowledge of this history was mixed, but the majority were unaware of the extent of how important Govan was to Scotland so long before industrialisation and shipbuilding.

**Impact of industrial heritage and history on Govan/Glasgow**

There was agreement that the industries which had a huge impact on the development of Glasgow should not be forgotten. There is a legacy of 'Clydebuilt' and not letting that pride disappear. Govan was at one time a centre of innovation and graft. People believe this history and heritage is important and can be learned from. It is a guide for the heritage of the future, and an indication that world-class hard work and dedication is not forgotten.

- Historic ships in Govan Docks
- Maritime museum/site at Govan Docks
- Importance of local heritage

### 6.2.5. Developments

- Local impact of large-scale housing development on Govan Docks site
- Legitimacy of New City Vision's history, recent plans and future plans
- Role and obligation of government/Glasgow City Council regarding Govan Docks
- Role and obligation of government/Glasgow City Council in Glasgow developments
- Upcoming development of Water Row
- Construction of Govan-Partick bridge and local impact
- Recent increase of student housing (particularly at Glasgow Harbour)
- Open discussion of what should be done with Govan Docks
- Comparisons of Glasgow waterfront with others (UK, Europe and worldwide)

### 6.2.6. Govan Docks Regeneration Trust

- Organisations and groups GDRT should be consulting
- Direction GDRT should be taking
- Suggestions for GDRT consultation methods

### 6.2.7. Clyde

- Using Clyde for public transport (commuting ferries)
- Using Clyde for cargo and goods transport

### 6.2.8. Other

- Success and accessibility of Science Centre
- Waverley
- Queen Mary
- Connecting tourist and education/history facilities in Govan
- Riverside Museum

## 6.3. Interview Overview Findings

### 6.3.1

More than one use for the site was a common opinion, and seen as logical given the size and potential for the land.

### 6.3.2

During interviews, it seemed the most common priority for Govan was that the site remains at least partly available for public use. A popular view is that the site be used for enjoyment and community use: heritage or maritime museum/site celebrating the industrial accomplishments of Govan and Glasgow and also educating and bringing in tourism; community space or centre that the people of Govan could use. There is a feeling that there is not enough to do for entertainment in Govan, particularly in the evening. With regards to a community space, people explicitly expressed interest in a park or green space, although there has been concern raised about the safety and maintenance of this, especially after dark; and a regular emphasis was put on the need for a safe and entertaining place for young people and children to go.

### 6.3.3

A return of industry to the site is a very popular opinion in Govan, with the strong belief that this would bring an increase in spending in local business, employment and pride. However, concerns have been raised about the feasibility and sustainability of Govan Graving Docks reopening as working dry docks. In terms of lighter industry and commercial industry, it has been suggested many times that small workshops and studios could operate on the land. As mentioned above, again there is an expression of concern for young people in the area, and for them finding skilled employment and training opportunities. In the context of industry and ship repair, apprenticeships and jobs for local people are regularly cited as key for the regeneration for the area.

### 6.3.4

A fairly popular and often mentioned idea for the site, is the inclusion of small commercial enterprises, such as cafés, restaurants, pubs and shops. There seems to be a common consensus with residents, as mentioned above, that there is not enough to do in Govan for entertainment, particularly at night. It has also been often suggested that an increase in commercial entertainment would bring people into the area from other parts of Glasgow to contribute to the Govan economy.

### 6.3.5

While suggestions overall for housing on the site quite is low, there are definitely a fair amount of people in the area who would like to see social housing on the site, which is affordable and of a high-quality build. A common opinion for housing being on the site is that it be priced for local people.

[This would however need to address the cost and complexity of enabling infrastructure for housing and whether it could be considered value for money in terms of social housing investment. A key factor for social landlords would likely be overall cost per unit. Feasibility work would need to justify this against development of less complex vacant land. A social landlord could also become unduly burdened with responsibility for long-term maintenance of the quay walls and A-listed structures.]

### 6.3.6

Another common opinion is that [any housing] should be rented, not bought. However, it should be noted that some have expressed the opinion that high-priced housing would bring a larger diversity of people into the area as well as increase in money for the local economy. It should be noted that a far larger majority of people have given the opinion that housing not be built on the site than have endorsed housing. There is a strong belief that the heritage of the site would be ruined by housing of any kind, but in particular high-rise housing [of the type that was proposed in the NCV planning application refused consent by Glasgow City Council in 2018].

### 6.3.7

Other common opinions include that there be some educational element to the regeneration of the site. This would mean that the heritage and strong history of the site is not forgotten. A very strong and possibly the most common opinion is that whatever happens to the site, this needs to be either sympathetic to the heritage or celebrate the heritage. This includes a strong anti-housing stance, as there is a view that large-scale housing would not be able to accommodate the heritage appropriately.

**6.3.8**

During interviews, it should be noted, it became clear that people were largely unaware of New City Vision's previous developments in Scotland, and that minimal consultation had been done by the company in regard to the most recent proposals for the site.

## 7. Findings: Presentation of Key Findings Data

A qualitative description of the findings was presented in the previous section 6. In this section the data of responses to consultation questionnaires is presented in concise graphical format.

**A total of 175 answered questionnaires were returned.**

### 7.1. Demographics

Fig. 7.01 – Respondents by Gender:

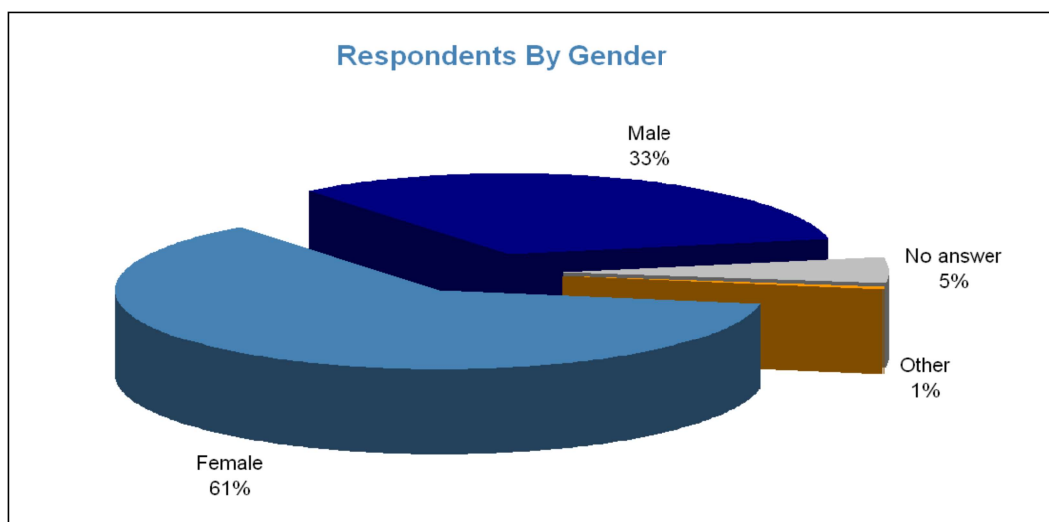


Fig. 7.02 – Respondents by age group:

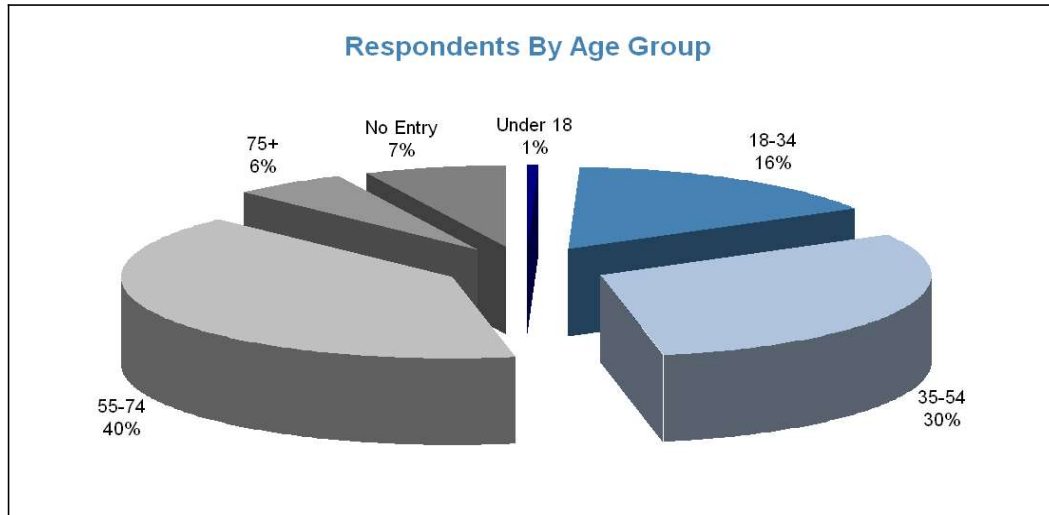
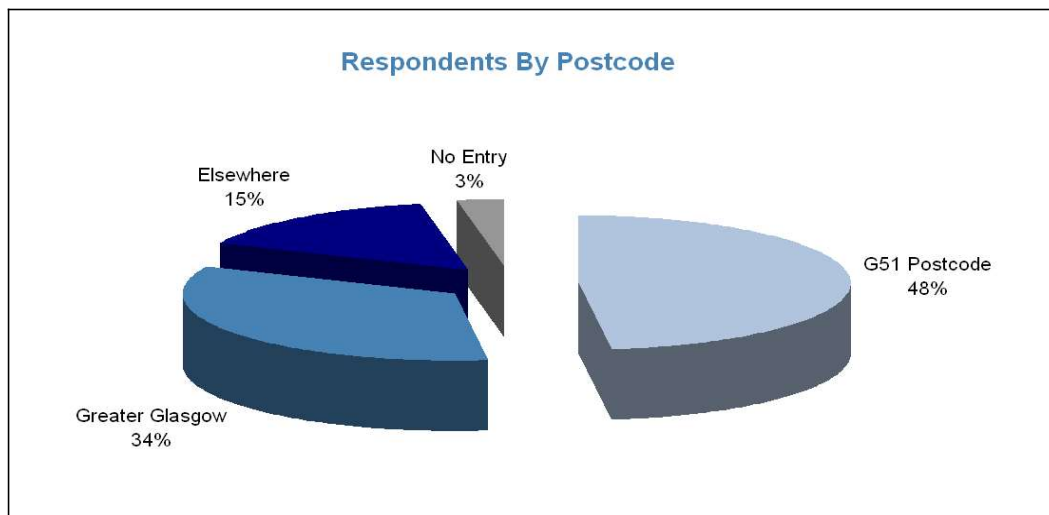


Fig. 7.03 – Respondents by postcode area:



48% of those who returned questionnaires live in the G51 (Govan) postcode area, with 82% from the Greater Glasgow area overall (including Govan).



7.2. Question 1

What do you know about Govan Graving Docks? Their importance, history, current state?

Fig 7.04 – How much respondents know about Govan Graving Docks. Their importance, history, current state:

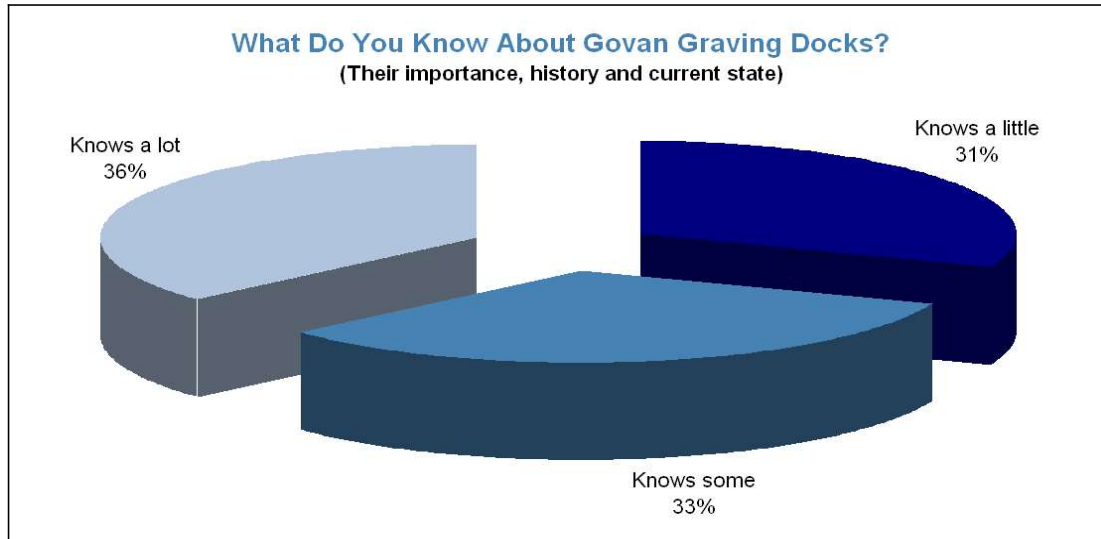
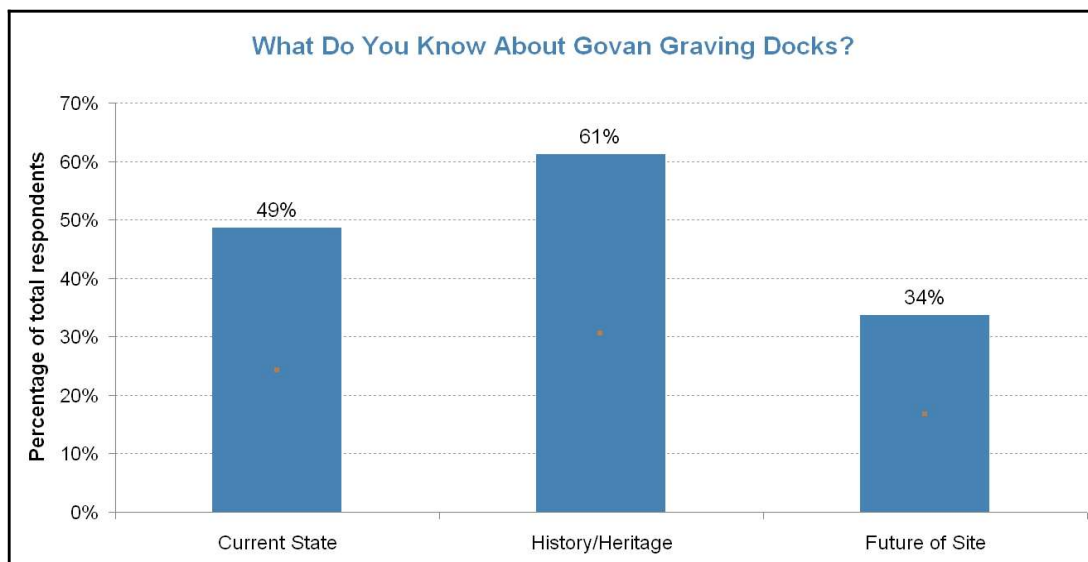


Fig. 7.05 – How many of the respondents know about current state, history/heritage and proposals for the future:



7.3. Question 2

What do you know about campaigns to save the docks? Petitions, events, artists' involvement?

Fig. 7.06 – What respondents know about campaigns:

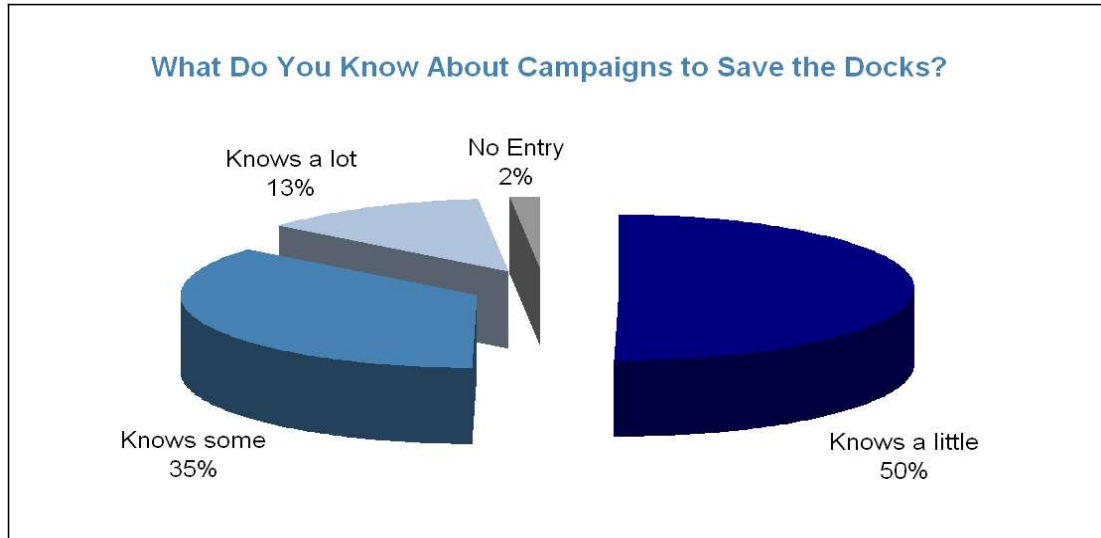
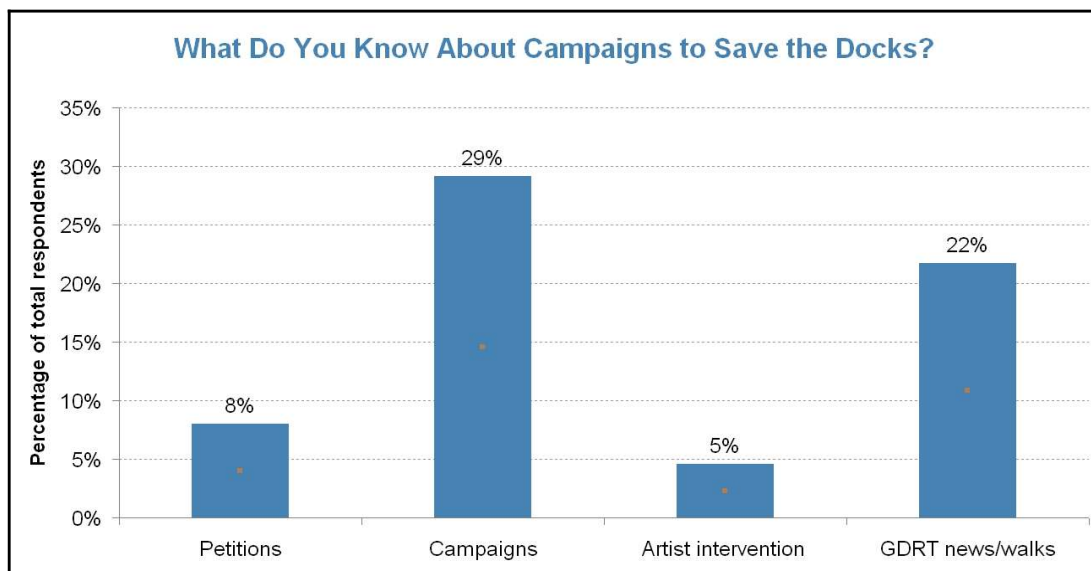


Fig. 7.07 – Types of campaigning and awareness raising respondents are aware of:



7.4. Question 3

Do you know about recent planning proposals for the docks?

Fig. 7.08 – Awareness of recent proposals for the docks:

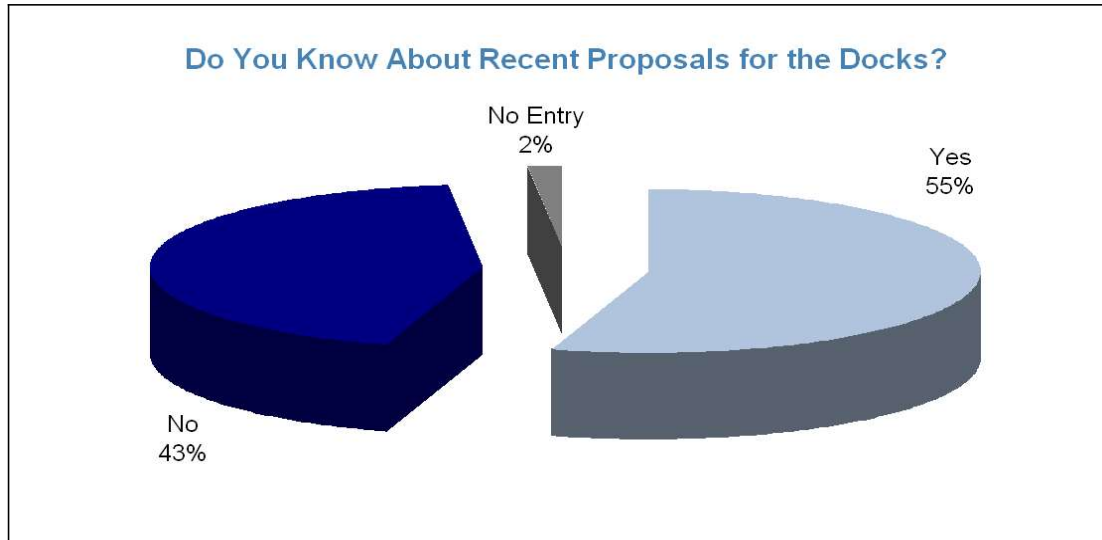
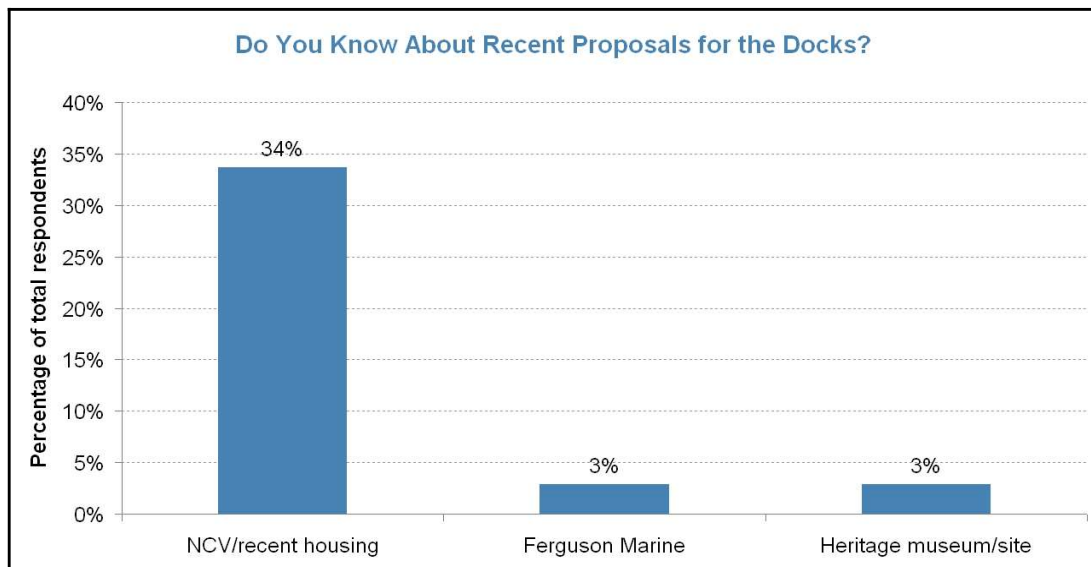


Fig. 7.09 – Awareness of specific proposals for the docks:



7.5. Question 4

What would you like to see happen next with the graving docks?  
 (Respondents were able to select more than one answer to this question)

Fig. 7.10 – What respondents would like to see happen next:

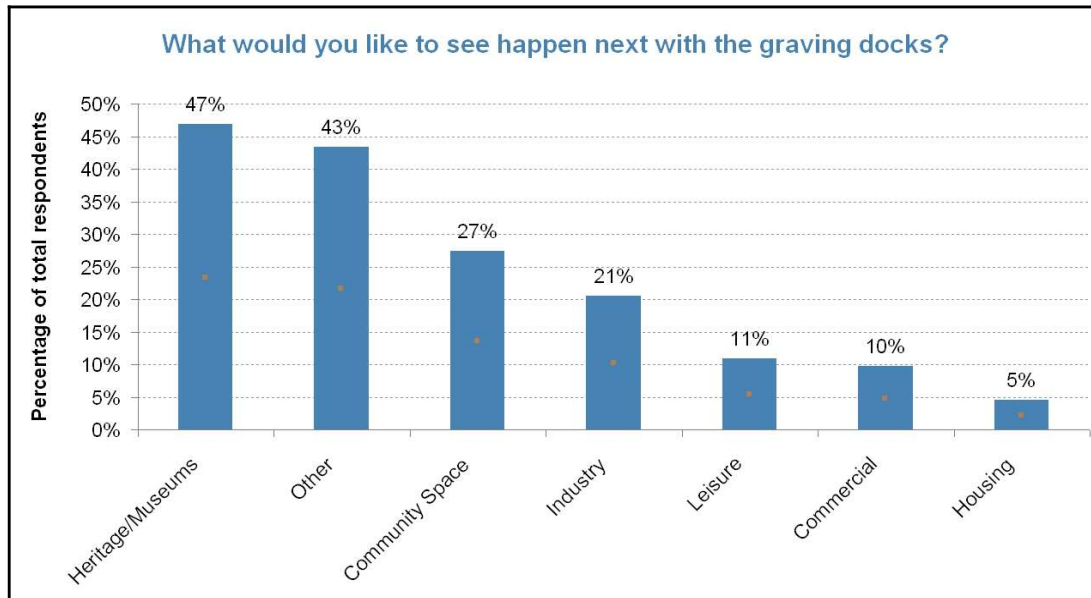
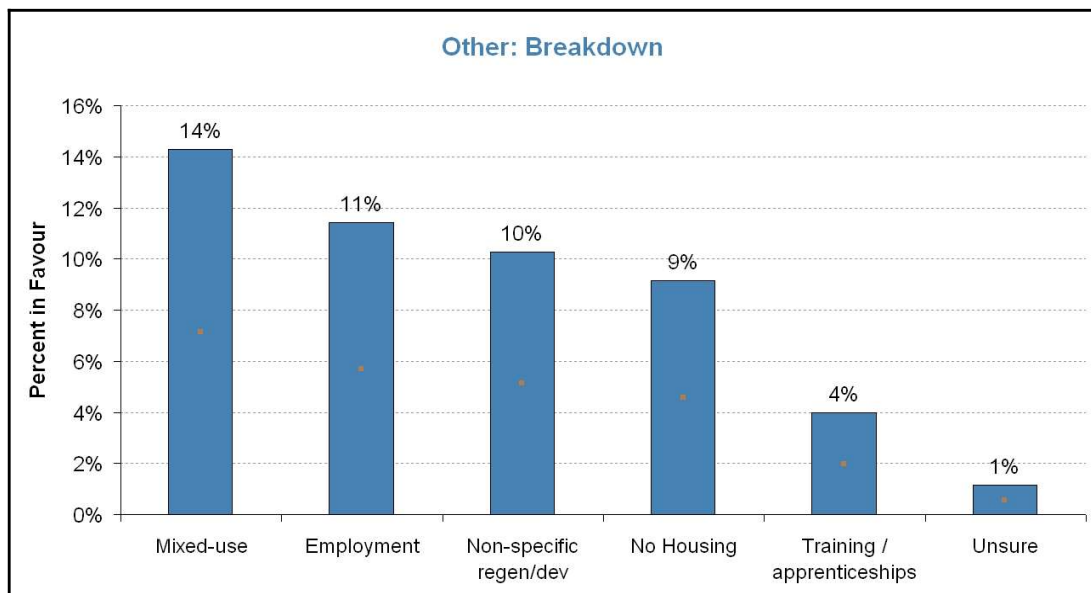


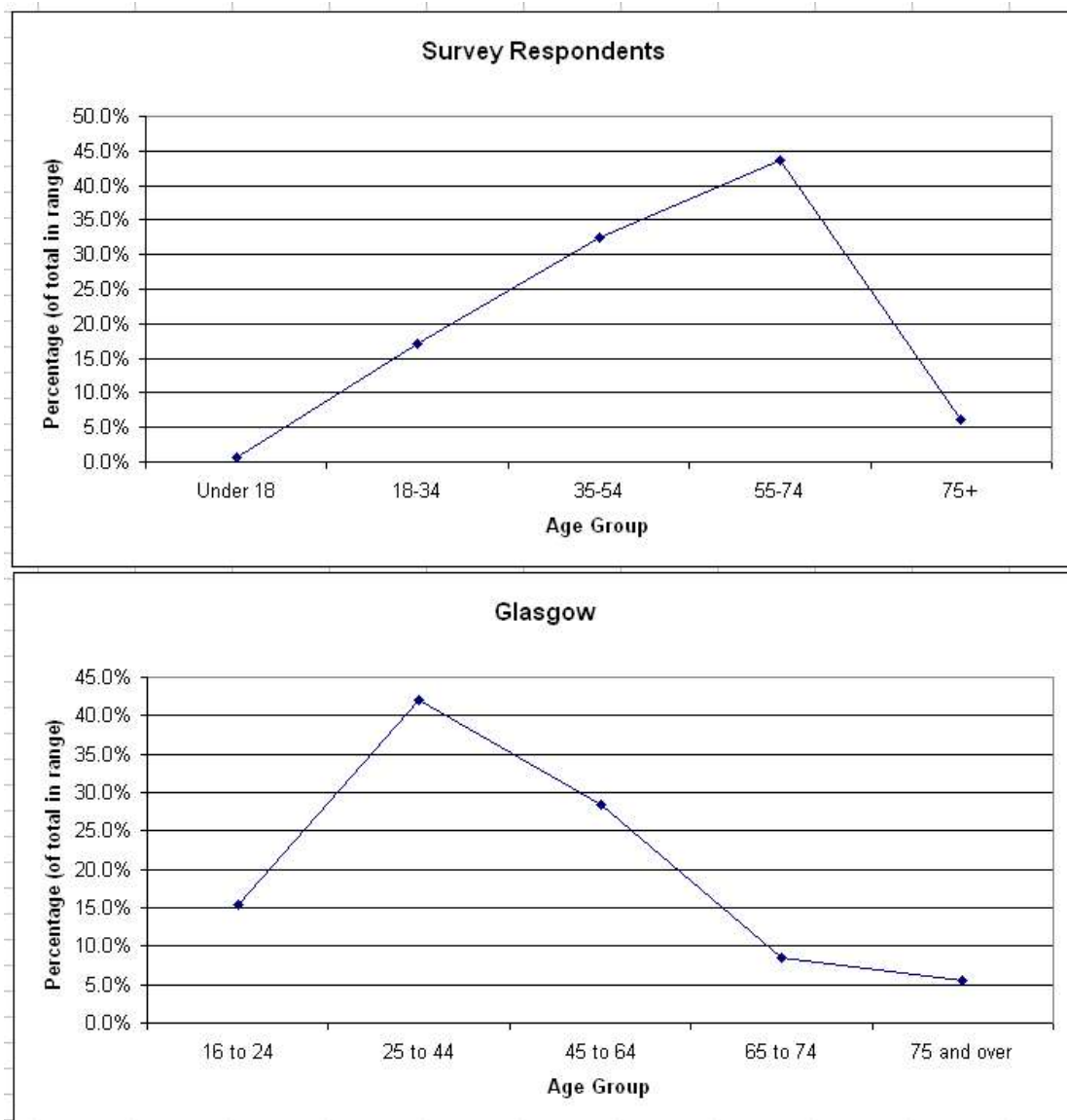
Fig 7.11 – Answers to “other” option for what respondents would like to see happen next:





Nevertheless we still record a significant proportion of responses from under 50s age groups.

Fig 8.2: Age group profiles of survey respondents compared with Glasgow City:



### 8.4. Postcode Results

A key performance baseline for this is not possible to establish due to the public nature of the consultation process. Although surveys were focused on Govan there was no attempt to exclude or restrict people not living in Govan from taking part.

However with 48% of respondents from the G51 (Govan) postcode and 82% from the overall Greater Glasgow area (including those from Govan), we have a high confidence level that the consultation is representative of local people.

That we have responses from elsewhere also reflects the need to address the national and international significance of Govan Graving Docks. It also demonstrates that the appeal of the docks stretches beyond the local area to a wider community of interest.

## 8.5. Non-demographic Data

### 8.5.1. Views About the Future

For the data other than demographics this is based on peoples' awareness and opinions and thus we have no baseline against which to compare.

However considering the data qualitatively as a whole we can make the following observations (Fig 8.3. below) on important issues identified:

Fig 8.3.

Views represented in the data	Level of interest in / support		
	Low	Medium	High
Level of engagement with the consultation			X
Interest in the future of the docks			X
Interest in maritime heritage			X
Interest in community benefit			X
Demand for skilled jobs		X	
Return of industry		X	
Housing	X		

In retrospect we consider that we would like to have been able to take a sample of these opinions in order to assess how they are influenced:

- Before and after the CDPI campaign
- Before and after the NCV planning application for housing
- Before and after announcement of the Ferguson Marine proposals

## 9. Conclusions

### 9.1. Residential Development

From the consultation results we can conclude that housing is not a widely popular or desirable proposition for future use of the Govan Graving Docks site.

We also need to address the low level of support for housing in the wider context (of discourse regarding Govan Graving Docks) and in particular the response to the CDPI-led campaign and the objections from statutory consultees to the NCV planning application that was refused consent in 2018. These objections (as well as the rejected planning application itself) establish:

- ❑ Significant challenges in complying with the A-listed status of the docks as implied by the Historic Environment Scotland (HES) objection
- ❑ Considerable restrictions on development and construction on the site as set out in very clear and decisive terms by the Scottish Environment Protection Agency (SEPA) objection
- ❑ Financial viability of housing development as evidenced by the NCV planning application pre-planning consultation – which implied approx. 700 residential units would be the minimum needed to make the proposed development financially viable and cover site restoration costs
- ❑ Any housing developer would likely need to involve broader stakeholder partners in a mixed use development of the site that is not dominated by housing

We can reasonably conclude that it is inappropriate for regeneration of Govan Graving Docks to be entirely housing-based or primarily housing-led. It also seems inappropriate for housing, notwithstanding flood risk and historic environment restrictions, to form more than a small aspect of overall regeneration of the site. Housing would also need to be compatible with and compliment other uses of the site.

### 9.2. Commercial Development

We have seen support for commercial uses of the site and indeed an element of commercial use would likely be necessary for the long-term financial sustainability of any regeneration of the docks. There would be ongoing maintenance costs that would need to be met and it would be appropriate for the public cost burden of this to be kept to a minimum. Commercial tenants (e.g. in small business units as has been shown to be popular in the consultation) would provide rental income that could contribute to the cost of long-term maintenance of the site, the listed structures and the quay walls.

### 9.3. Industrial Development

We can conclude that there is a good level of support for bringing industrial use back to the site.

The feasibility of industrial use is apparent based on previous use of the site as a dry dock facility. The recent proposals from Ferguson Marine and Inkdesign Architecture also demonstrate that the site is still potentially suitable for modern marine industry use. Although the Ferguson Marine plans appear to have been abandoned, this is clearly due to factors unrelated to Govan Graving Docks (specifically the administration and subsequent



nationalisation due to cost over-run of ferry construction and dispute over responsibility for this).

It is unlikely that a combination of industrial and residential use would be feasible for Govan Graving Docks unless the approach to development and building design can adequately segregate these. In particular this would need to avoid disturbance to residents. Although the Ferguson Marine proposal did include a small element of housing, this was on the land adjacent to the tidal basin – the furthest part of the site from the dry docks and not directly adjacent to any of the dry dock basins. This is also the highest elevation on the site thus the area least likely to be affected by flooding.

#### 9.4. Heritage

Heritage has been shown in the responses to the consultation to be the most important factor in considering the future of the graving dock site. Its international built heritage significance is also established by the A-listed status and uniqueness of the Victorian construction.

Clearly any regeneration of the site needs to be approached with heritage as a core consideration from the outset. Heritage also needs to be protected permanently through regeneration of the site so that it is not subjected to further decades of dereliction. To achieve this it will be necessary to address both technical (engineering and architectural) and financial planning challenges for the short, medium and long term.

#### 9.5. Community

The consultation findings show support for community space even more so than industry (and significantly more so than housing by a factor of more than five).

We have seen through the consultation that there is a strong sense of community in Govan and that a sympathetic regeneration of the graving docks is important to local people.

The regeneration of the site needs to contribute to the amenity, desirability and economy of the local area and with sustainable skilled employment being provided as a result. Such improvement, opportunity and employment could be:

- On the graving dock site itself
- Through wider local benefits of regenerating the site (e.g. growth in demand for local businesses from people working on or visiting the graving dock site)
- Through new business and self-employment opportunities arising locally that are not directly connected to the docks (i.e. stimulated local economic activity)
- Through the locality being a more attractive place to locate businesses
- Through demand for higher grade / higher value retail locally if regenerating the docks makes a significant contribution to the local economy
- Benefits to the local area of having a functional heritage asset of international importance (e.g. potential for tourism footfall)
- A greater sense of pride and kudos for the locality

## 9.6. Environment

Although environmental concerns were not strongly apparent in responses to the consultation, such issues are an inherent part of many of the issues that arose.

For example as mentioned above in 9.5. Creation of community space was seen to be important. This could take the form of e.g. managed/landscaped park space or some form of nature reserve. Both would deliver environmental benefits for the local area.

That environmental issues were not at the forefront of responses may also be due to the socio-economic profile of the area. For example issues such as climate change have in the past been of greater concern to people living in more affluent communities where people are less preoccupied with the cost of day-to-day living. This points to a much wider need to improve social inclusion and to empower people to have a stake in the future of their environment through all levels of community if environmental issues are to be a priority for a broader demographic.

## 10. Objectives Supported By the Project

In this section we will look at how certain key objectives of GDRT have been supported by the Govan Voices project. These objectives include:

- ❑ Preparation of a draft Strategic Development Plan for the future of the docks
- ❑ A shared strategic (i.e. not yet design based at this stage) vision for the future of the docks that has community buy-in (particularly local community but also wider geographic and community of interest (presented in the development plan)
- ❑ Strengthening of GDRT as an organisation (how this has been achieved)
- ❑ Greater clarity of the next steps that are needed
- ❑ Clearer framework for collaborating with other stakeholders. So that GDRT is seen as a key stakeholder/driver by relevant bodies and other stakeholders (GCC, SEPA, Community Councils, funders, etc). GDRT needs to be the “flag bearer” for the docks – what has the [Govan Voices] project done to strengthen that goal?

### 10.1. Preparation of a Draft Strategic Development Plan

As an outcome of the project and informed by this report, It is our intention to produce a draft Strategic Development Plan for the future of Govan Graving Docks.

The Strategic Development Plan will not put forward any spatial or design concepts for development of the site, nor will it attempt to dictate specific uses for the site.

The purpose will be to create a guiding framework for the future of the docks that, with the Govan Voices consultation and this report, we will be able to demonstrate is grounded in community and stakeholder engagement. This will need to demonstrably engage the local community as well as broader communities (geographic and communities of interest) and we can see from responses to the consultation this has already been achieved. The development plan will need to reflect this.

The development plan will serve to inform the development of more specific plans for the site that will also involve:

- ❑ Pre feasibility studies
- ❑ Feasibility studies
- ❑ Input from expert consultants
- ❑ Business Plans
- ❑ Design briefs

It will also dovetail with other research and development activity, that we and our partner organisations have undertaken (e.g. the architecture competition, artistic interventions) and may involve working with third party joint venture partners in developing plans for the future of the site. This is notwithstanding issues of ownership that need to be addressed.

Moving forward from the development plan it will be necessary to research in advance; options, uses, types of buildings, etc that will stand a good chance of being granted planning consent without unwarranted difficulty.

## 10.2. Clarifying Next Steps

The next steps for Govan Docks Regeneration Trust in driving the future of the graving docks will need to be laid out in the above-mentioned draft Strategic Development Plan.

- ❑ Strategic Development Plan (SDP) draft
- ❑ Wider review of the SDP
- ❑ Discourse with key stakeholders (supported by the SDP and this report)
- ❑ Funding applications supported by the SDP and this report
- ❑ Identifying venture partners
- ❑ Research into community ownership potential

### Potential for Community Right to Buy

We have considered legislation covering community right to buy as being a potential option for change of ownership of the Govan graving dock site. There are provisions in the legislation introduced recently that now allow communities to force sale without waiting for an asset to come on the market. This will require further research as part of our ongoing development process. Part of that will be preparedness of Govan Docks Regeneration Trust to consider potentially taking on future ownership of and responsibility for the site.

## 10.3. Stakeholder Engagement

A plan will be developed for broader stakeholder engagement.

Moving forward it will be important for GDRT to be recognised as a key stakeholder/driver by relevant bodies and other stakeholders (GCC, SEPA, Community Councils, funders, etc). GDRT needs to be seen as the “flag bearer” for the docks and the Govan Voices project has done a great deal to position the organisation in that role through comprehensive engagement with the community.

We can reasonably assert that the views of the community have been well documented by the project in a professional way that [the level of consultation detail] is unprecedented for Govan Graving Docks. This report and the Strategic Development Plan will put forward the collective view of the communities as a key influence or driver in guiding the future of the site.

This will establish the basis and boost the credibility of GDRT’s engagement with other organisations in relation to the graving docks. This will be particularly important for our engagement with funders, planning authorities, statutory consultees and other public, private and third sector stakeholders.

## 11. Organisational Outcomes and Project Lessons

### What can be learned from and what could have been done differently?

#### Areas we might consider for further development include:

- Project management systems
- Delivery and operations
- How lessons can inform future project planning
- Challenges that were faced and what is needed to overcome similar challenges in future (primarily around level of funding, personnel and other resources)
- Process and system improvements

The project has allowed us to trial basic project management systems and processes that can form the basis for further development of management and quality systems for the organisation. For the new organisation there has also been a useful learning curve in terms of delivery of funded projects and identification of resources and budgets that are required. This provides us with a solid foundation to implement robust planning for larger and more complex projects in the future.

More work is still needed to develop the board and build a network of volunteers to support more extensive project delivery. The outcomes of Govan Voices can provide an evidence base to start to give people and third-party organisations the requisite confidence in our process to engage with it. We have demonstrated what is popular in the community and are now in a position to take this forward with more in-depth community engagement and feasibility work.

#### Other activities we would like in retrospect to have included were the project repeated with more resources:

- Detailed social media metrics to track impact
- Demographic profile to include ethnicity and address how we can promote diversity
- Demographic profile to include income brackets so we can address social inclusion
- Demographic profile to include cultural factors (e.g. wider interests, life priorities, etc)
- A larger sample size of data - which could have included doorstep canvassing
- More targeting to engage a younger audience more extensively and promote career paths
- More extensive community engagement with the architecture competition process

## 12. Community Benefits

We anticipate that benefits to the community from regeneration of Govan Graving Docks have the potential to be significant locally and wide-ranging.

Through the Govan Voices consultation the community have had the opportunity to express their views about the future of the graving docks. It is implicit that what people have said they would like to see done they would also consider beneficial for the area.

Looking at the responses received to what people would like to see for the future we can consider what some of the benefits of these might be.

We can consider what some widely understood benefits of regeneration generally might be and consider which would be positively impacted by implementation of the options favoured in Section 7.5 (Question 4 of the consultation) on page 51.

### **Regeneration benefits might be:**

- More skilled employment locally
- Reduced crime rates
- Community pride
- Wider (positive) recognition of the area
- Educational benefits
- Improved amenity
- Improved health and well being
- A more visually appealing locale
- Encouragement of new investment in the area
- Boost for businesses in the area

### 13. Budget

The project was funded through a grant of £10,000 from the National Lottery Community Fund Awards for All and equivalent match funding from our delivery partners. We have estimated a total project value, including in-kind and volunteer contributions, in excess of £53,000

The full budget report, including value of in-kind contributions from delivery partners and allocation to the Awards for All application budget items, is included in appendix 2 (page 73).

The following table shows project spending and budget sources for the funded elements of the project.

<b>Govan Voices Financial Spend Budget Summary (not including in-kind value contributions)</b>				
<b>Item</b>	<b>Amount</b>	<b>Budget Source</b>	<b>A4A Grant</b>	<b>CDPI</b>
Project management, workshop co-ordination, volunteer expenses, materials	750	Community Fund	750	
Filming, documentation, editing, hire of edit suite	2,000	Community Fund	2000	
Digital, web and social media support	500	Community Fund	500	
Publication: layout, design, production	1,500	Community Fund	1500	
Architecture competition support	100	Community Fund	100	
Findings event materials + camera	35	Community Fund	35	
Outreach officer	7471.1	Fablevision / SCVO		
Project management, guided walks, workshops support, project report - fixed price contract 92 hours x £25 payable	2,300	Community Fund	2300	
Display materials for TTC participation	62.5	Community Fund	62.5	
Display materials for TTC participation	33.28	Community Fund	33.28	
Report printing	2149	Community Fund	2149	
Posters for findings event	55	Community Fund	55	
Venue hire findings event	50	Community Fund	50	
Poster boards	190	Community Fund	190	
Event leaflets	160	Community Fund	160	
<b>ARCHITECTURE COMPETITION:</b>				
Architecture comp fliers	124	CDPI		124
Architecture comp student posters	75	CDPI		75
Architecture comp exhibition boards	190	CDPI		190
Architecture comp catering	40	CDPI		40
Architecture comp venue	80	CDPI		59.78
Architecture comp venue	80	Community Fund	100.22	
Architecture comp projector	15	Community Fund	15	
First prize award	250	CDPI		250
Second prize award	100	CDPI		100
Third prize award	50	CDPI		50
Exhibition materials expenses	122.42	CDPI		122.42
Accounting	240	CDPI		240
UWS Phd Contribution	2880	UWS		
<b>TOTAL</b>	<b>21602.3</b>		<b>10000</b>	<b>1251.2</b>
			46.3%	

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Boston Globe

<https://www.bostonglobe.com/business/2017/08/02/this-defunct-dry-dock-could-city-next-great-park/3v1qFRRuulxhkLPLssMrNM/story.html>**27. Historic Dockyard Chatham**<https://thedockyard.co.uk/explore/history-buildings/historic-buildings/dry-docks/>**28. Bristol Albion Dry Dock**

SS Great Britain

<https://www.ssgreatbritain.org/about-us/press/thekla-serviced-newly-re-opened-albion-dry-dock>**29. Richmond Dry Dock, Appledore**

Maritime Journal

<https://www.maritimejournal.com/news101/vessel-build-and-maintenance/vessel-repair-and-maintenance/historic-dry-dock-reopens-for-business>**30. Belfast dry docks may lose listed building status**

Belfast Telegraph

<https://www.belfasttelegraph.co.uk/news/northern-ireland/belfast-dry-docks-may-lose-listed-building-status-35705538.html>**31. Clydeplan**

Glasgow and Clyde Valley Strategic Development Planning Authority Joint Committee

<https://www.clydeplan-sdpa.gov.uk/>**32. Cartsburn Shipyard**

Canmore

<https://canmore.org.uk/site/281754/greenock-cartsburn-shipyard-scott-lithgow-ltd-dry-dock>**33. Scott's Dry Dock and Outer Basin**

Buildings at Risk Register for Scotland

<https://www.buildingsatrisk.org.uk/details/910213>**34. Ferguson Marine Proposals for Govan Graving Docks**

Inkdesign Architecture

<http://www.inkdesign.co.uk/projects/govan-graving-docks/>**35. Glasgow City Council Area Profile**

National Records of Scotland

<https://www.nrscotland.gov.uk/files/statistics/council-area-data-sheets/glasgow-city-council-profile.html>

**36. The Clydeport (Closure of Govan Basin) Harbour Revision Order 2004**

Scottish Statutory Instruments

<http://www.legislation.gov.uk/ssi/2004/207/made/data.pdf>

**37. Community right to buy abandoned, neglected or detrimental land (ANDL)**

Scottish Government

<https://www.gov.scot/policies/land-reform/community-right-to-buy-abandoned-neglected-or-detrimental-land/>

## **15. APPENDICES**

## Appendix 1: Socio-economic Profile

Socio-economic data from the 2011 Scottish Census for the Glasgow Southside and Glasgow Pollok Scottish Parliament Constituencies.

The data may have changed in the time since the 2011 Census was taken and may also not reflect factors such as the impact of austerity and welfare reform policies in recent years. Thus it should not be taken as a fully accurate representation of the status quo.

[Source: <https://www.scotlandscensus.gov.uk/ods-web/area.html>]

### Industry worked in

Industry	<i>Glasgow Southside</i> SPC 2011	<i>Glasgow Pollok</i> SPC 2011	<i>Scotland</i> 2011
All persons aged 16 to 74 in employment	29717	33299	2516895
% A. Agriculture, forestry and fishing	0.1	0.0	1.7
% B. Mining and quarrying	0.2	0.2	1.4
% C. Manufacturing	4.7	7.2	8.0
% D. Electricity, gas, steam and air conditioning supply	0.8	0.7	0.8
% E. Water supply; sewage, waste management and remediation activities	0.5	0.7	0.8
% F. Construction	5.2	8.1	8.0
% G. Wholesale and retail trade; repair of motor vehicles and motorcycles	15.4	18.0	15.0
% H. Transport and storage	4.5	5.7	5.0
% I. Accommodation and food service activities	9.4	6.4	6.3
% J. Information and communication	5.3	2.5	2.7
% K. Financial and insurance activities	6.1	4.2	4.5
% L. Real estate activities	1.4	1.6	1.2
% M. Professional scientific and technical activities	6.8	3.2	5.2
% N. Administrative and support service activities	5.3	5.7	4.3
% O. Public administration and defence; compulsory social security	5.4	6.0	7.0
% P. Education	8.9	6.7	8.4
% Q. Human health and social work activities	14.0	18.4	15.0
% R,S,T,U. Other	6.0	4.8	4.9

### Travel to work

<b>Travel to work</b>	<b>Glasgow Southside SPC 2011</b>	<b>Glasgow Pollok SPC 2011</b>	<b>Scotland 2011</b>
All persons aged 16 to 74 who were in employment (excluding full-time students)	27664	31691	2400925
% Car (including passengers car pools and taxis)	41.2	55.4	62.4
% Train	9.1	4.2	3.7
% Bus	17.5	18.2	10.0
% On foot	13.5	8.7	9.9
% Other	7.4	3.8	3.1
% Works mainly at or from home	11.4	9.6	10.8

## Occupation

<b>Occupation</b>	<b>Glasgow Southside SPC 2011</b>	<b>Glasgow Pollok SPC 2011</b>	<b>Scotland 2011</b>
All persons 16 to 74 in employment	29717	33299	2516895
% Managers, directors and senior officials	8.4	5.8	8.4
% Professional occupations	22.0	11.2	16.8
% Associate professional and technical occupations	15.4	10.8	12.6
% Administrative and secretarial occupations	10.3	12.8	11.4
% Skilled trades occupations	7.9	11.6	12.5
% Caring, leisure and other service occupations	7.3	12.7	9.7
% Sales and customer service occupations	11.2	12.3	9.3
% Process, plant and machine operatives	4.9	8.3	7.7
% Elementary occupations	12.7	14.4	11.6

## Unemployment

<b>Unemployed</b>	<b>Glasgow Southside SPC 2011</b>	<b>Glasgow Pollok SPC 2011</b>	<b>Scotland 2011</b>
All persons aged 16 to 74 who were unemployed (excluding full-time students)	3362	3980	189414
% Aged 16 to 24	24.6	31.2	30.2
% Aged 50 to 74	14.9	16.3	18.4
% Last worked in 2010 to 2011	43.5	41.0	47.4
% Last worked in 2005 to 2009	26.6	30.1	28.0
% Last worked before 2005	11.3	12.5	10.7
% Never worked	18.6	16.5	13.9

## Education level

Highest qualification	<i>Glasgow Southside</i> SPC 2011	<i>Glasgow Pollok</i> SPC 2011	<i>Scotland</i> 2011
All persons aged 16 and over	55497	63169	4379072
% With no qualifications	28.3	37.5	26.8
% Highest qualification attained - Level 1	16.9	24.9	23.1
% Highest qualification attained - Level 2	11.5	12.1	14.3
% Highest qualification attained - Level 3	10.2	9.6	9.7
% Highest qualification attained - Level 4 and above	33.0	15.9	26.1

## Footnotes

1. Highest level of qualification is defined as:

Level 1: 0 Grade, Standard Grade, Access 3 Cluster, Intermediate 1 or 2, GCSE, CSE, Senior Certification or equivalent; GSVQ Foundation or Intermediate, SVQ level 1 or 2, SCOTVEC Module, City and Guilds Craft or equivalent; Other school qualifications not already mentioned (including foreign qualifications).

Level 2: SCE Higher Grade, Higher, Advanced Higher, CSYS, A Level, AS Level, Advanced Senior Certificate or equivalent; GSVQ Advanced, SVQ level 3, ONC, OND, SCOTVEC National Diploma, City and Guilds Advanced Craft or equivalent.

Level 3: HNC, HND, SVQ level 4 or equivalent; Other post-school but pre-Higher Education qualifications not already mentioned (including foreign qualifications).

Level 4 and above: Degree, Postgraduate qualifications, Masters, PhD, SVQ level 5 or equivalent; Professional qualifications (for example, teaching, nursing, accountancy); Other Higher Education qualifications not already mentioned (including foreign qualifications).

## Housing tenure

Tenure	<i>Glasgow Southside</i> SPC 2011	<i>Glasgow Pollok</i> SPC 2011	<i>Scotland</i> 2011
Total number of households (with residents)	32524	35120	2372777
% Owned	43.3	51.7	62.0
% Rented from Council	-	-	13.2
% Other social rented	31.1	39.3	11.1
% Private rented	24.7	8.3	12.4
% Living rent free	1.0	0.6	1.3



### Car availability

Car or van availability	<i>Glasgow Southside</i> SPC 2011	<i>Glasgow Pollok</i> SPC 2011	<i>Scotland</i> 2011
Total number of households (with residents)	32524	35120	2372777
% No car or van	52.6	47.6	30.5
% 1 car or van	36.6	36.9	42.2
% 2 cars or vans	8.9	12.9	21.6
% 3 or more cars or vans	1.9	2.6	5.6

### Ethnicity

Ethnicity	<i>Glasgow Southside</i> SPC 2011	<i>Glasgow Pollok</i> SPC 2011	<i>Scotland</i> 2011
All people	66005	78356	5295403
% White - Scottish	61.2	85.3	84.0
% White - Other British	4.4	2.2	7.9
% White - Irish	2.7	1.3	1.0
% White - Polish	1.8	1.7	1.2
% White - Other	2.9	0.9	2.0
% Asian, Asian Scottish or Asian British	22.3	6.3	2.7
% Other ethnic groups	4.8	2.3	1.3



## Appendix 2: Budget Report

## Govan Voices: Budget Report

### Introduction to Budget Report

This report details the spending and receipt of in-kind contributions by Govan Docks Regeneration Trust (GDRT) in the delivery of our Govan Voices community consultation project.

Our budget report incorporates the financial spend of project funding, along with value of in-kind contributions, to arrive at an overall valuation of the project.

On drafting our application for primary funding from the National Lottery Community Fund (Big Lottery Awards for All at the time of submitting our application), our initial estimate was of a total project budget of £20,130, with £10,000 awarded by the National Lottery Community Fund to our application.

In review of the project spend and in-kind value contribution we have produced a final total funded contribution to the project of £21,604.75. We have arrived at a total value of all contributions (including pro-bono resources and volunteer time) estimated in excess of £53,000

The Awards for All grant was supplemented in the form of match funding from Clyde Docks Preservation Initiative (CDPI) sponsorship of the student architecture competition. There was also contribution from our delivery partner organisation Fablevision in the form a seconded Outreach Officer post funded by SCVO and contribution from our Secretary Liz Gardiner's PhD research through University of the West of Scotland (UWS) which has supported the project.

Contracts were entered into for services in delivery of the project with Fablevision Studios Ltd and Project Director Iain McGillivray (through Dotcomhere Media Ltd). In addition to contract work there was additional pro-bono contribution from both of these in the form of resources and unpaid overtime.

**The Community Fund grant contributed 46% of the total direct and indirect financial contribution to the project.**

**The overall financial contribution to the project included:**

#### Direct Funding of GDRT:

National Lottery Community Fund Awards for All	10,000
CDPI sponsorship of architecture competition	1,253.65

#### Indirect Funding:

SCVO funded outreach coordinator via Fablevision	7,471.1
Research stipend contribution via UWS	2880

<b>TOTAL</b>	<b>21604.75</b>
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We have noted a remaining surplus at the end of the project of £2.45 after reconciling all invoices, payments and bank statements.

## **Project Spend**

A summary breakdown of the project expenditure and budget sources is shown on the following page.

<b>Govan Voices Financial Spend Budget Summary (not including in-kind value contributions)</b>				
<b>Item</b>	<b>Amount</b>	<b>Budget Source</b>	<b>A4A Grant</b>	<b>CDPI</b>
Project management, workshop co-ordination, volunteer expenses, materials	750	Community Fund	750	
Filming, documentation, editing, hire of edit suite	2,000	Community Fund	2000	
Digital, web and social media support	500	Community Fund	500	
Publication: layout, design, production	1,500	Community Fund	1500	
Architecture competition support	100	Community Fund	100	
Findings event materials + camera	35	Community Fund	35	
Outreach officer	7471.1	Fablevision / SCVO		
Project management, guided walks, workshops support, project report - fixed price contract 92 hours x £25 payable	2,300	Community Fund	2300	
Display materials for TTC participation	62.5	Community Fund	62.5	
Display materials for TTC participation	33.28	Community Fund	33.28	
Report printing	2149	Community Fund	2149	
Posters for findings event	55	Community Fund	55	
Venue hire findings event	50	Community Fund	50	
Poster boards	190	Community Fund	190	
Event leaflets	160	Community Fund	160	
<b>ARCHITECTURE COMPETITION:</b>				
Architecture comp fliers	124	CDPI		124
Architecture comp student posters	75	CDPI		75
Architecture comp exhibition boards	190	CDPI		190
Architecture comp catering	40	CDPI		40
Architecture comp venue	80	CDPI		59.78
Architecture comp venue	80	Community Fund	100.22	
Architecture comp projector	15	Community Fund	15	
First prize award	250	CDPI		250
Second prize award	100	CDPI		100
Third prize award	50	CDPI		50
Exhibition materials expenses	122.42	CDPI		122.42
Accounting	240	CDPI		240
UWS Phd Contribution	2880	UWS		
<b>TOTAL</b>	<b>21602.3</b>		<b>10000</b>	<b>1251.2</b>
			46.3%	

**Contracted Project Services**

Project delivery was supported through contracted services provided by Fablevision Studios (which is a separate wholly owned social enterprise trading arm of the Fablevision Charity) and Project Director Iain McGillivray (contracted through Dotcomhere Media Ltd).

A summary breakdown of contracted services along with additional in-kind / pro-bono contribution from contracted parties is shown below:

<b>Fablevision Studios Ltd</b>			
<b>Item</b>	<b>Contracted Fee Paid</b>	<b>In Kind Contribution</b>	<b>Total Value</b>
Project management, workshop co-ordination, volunteer expenses, materials	750	0	750
Filming, documentation, editing, hire of edit suite	2,000	0	2000
Digital, web and social media support	500	0	500
Publication: layout, design, production	1,500	0	1500
Architecture competition support	100	0	100
Findings event materials + camera	35	0	35
4 volunteers time 6 hours per week each x 12 weeks @ Glasgow living wage £9 ph	0	2592	2592
<b>TOTALS</b>	<b>4885</b>	<b>2592</b>	<b>7477</b>
Percentage contribution	65%	35%	

<b>Dotcomhere Media Ltd (Iain McGillivray)</b>			
<b>Item</b>	<b>Contracted Fee Paid</b>	<b>In Kind Contribution</b>	<b>Total Value</b>
Project management, guided walks, workshops support, project report - fixed price contract 92 hours x £25 payable	2,300	0	2,300.00
Project management, guided walks, workshops support, project report - fixed price contract 179 hours x £30 equiv pro bono	0	5,370.00	5,370.00
Rate discount £5 per hour x 92 hours	0	460.00	460.00
Intellectual property use (photography) based on pro bono licensing for 18 months 15 images at equiv £100 rights managed non commercial digital and print licence	0	1,500.00	1,500.00
<b>TOTALS</b>	<b>2,300.00</b>	<b>7,330.00</b>	<b>9,630.00</b>
Percentage contribution	24%	76%	

**Non-Contracted Delivery Partners**

Non-contracted delivery partners received no payment for their contributions to the project. Their contributions were in the form of monetary donations and time value of paid and volunteer posts time.

£1253.65 was received from Clyde Docks Preservation Initiative as sponsorship for the student architecture competition, which contributed to the project with results of the competition announced in May 2019.

<b>Clyde Docks Preservation Initiative</b>					
Item	Contracted Fee	In Kind Contribution	Totals	Funding	Overall Contribution
Sponsorship of architecture competition	0	0	0	1253.65	1253.65
Supplementary research & development approx 2 hours per week x 48 weeks	0	4800	4800		4800
GV Project consultancy and events management 26.5 hours @ £50 per hour equiv rate	0	1325	1325		1325
<b>TOTALS</b>	<b>0</b>	<b>6125</b>	<b>6125</b>	<b>1253.65</b>	<b>7378.65</b>
Percentage contribution	0.00%	83.01%	83.01%	16.99%	

<b>Fablevision</b>					
Item	Contracted Fee	In Kind Contribution	Totals	Funding	Overall Contribution
Outreach Officer contracted time funded by SCVO grant 17.5 hours per week, 52 weeks @ NMW £8.21	0	0	0	7471.1	7471.1
Outreach Officer volunteer time 116 hours @ equiv living wage £9 per hour	0	1044	1044	0	1044
Liz Gardiner 48 days consulting @ equiv £250 per day	0	12000	12000	0	12000
Facilities provision 12 months @ £200 per month	0	2400	2400	0	2400
<b>TOTALS</b>	<b>0</b>	<b>15444</b>	<b>15444</b>	<b>7471.1</b>	<b>22915.1</b>
Percentage contribution	0.00%	67.40%	67.40%	32.60%	

<b>University of the West of Scotland</b>					
Item	Contracted Fee	In Kind	Totals	Funding	Overall Contribution
Liz Gardiner research stipend (contributed time pro rata)	0	0	0	2880	2880
Use of meeting facilities 12 x 2 hrs at £40ph	0	480	480	0	480
Seminar participation 4 seminars half day at £100	0	400	400	0	400
	0	0	0	0	0
	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>880</b>	<b>880</b>	<b>2880</b>	<b>3760</b>
Percentage contribution	0.00%	23.40%	23.40%	76.60%	

**Other Suppliers Spend**

<b>Miscellaneous GDRT Spend from Community Fund Grant</b>		
Project Director Expenses	Event stationery and materials	62.5
Outreach Officer Expenses	Event stationery and materials	33.28
Strathclyde University Printer	Report printing	2149
Strathclyde University Printer	Posters for findings event	55
Riverside Hall	Venue hire	50
Posterboardhire.com	Poster boards	190
Andersons Printer	Event leaflets	160
Pearce Institute	Venue arch comp (part)	100.22
Pearce Institute	Projector hire arch comp	15
		<b>2815</b>

**Summary of Overall Totals**

<b>Spend and In-kind Total</b>				
<b>Project Contributor</b>	<b>Paid from CF Grant</b>	<b>Funding contribution</b>	<b>In kind contribution</b>	<b>Totals</b>
Fablevision Studios	4885	0	2592	<b>7477</b>
Dotcomhere Media (Iain McGillivray)	2,300.00	0	7,330.00	<b>9630</b>
CDPI	0	1253.65	6125	<b>7378.65</b>
Fablevision (from SCVO)	0	7471.1	15444	<b>22915.1</b>
UWS	0	2880	880	<b>3760</b>
Other GDRT Suppliers (GDRT Spend)	2815	0	0	<b>2815</b>
<b>TOTALS</b>	<b>10000</b>	<b>11604.75</b>	<b>32371</b>	<b>53975.75</b>

### **Awards for All Application Budget**

The table on the following page shows how the budget spending correlates to our original budget submitted for the Community Fund Awards for All grant.

We have noted some variation in this spending from our original projections, primarily due to many of the original budget areas being complementary to each other and thus able to share resources. For example display materials and handout literature could be used for events other than those for which they were created. The printed publication version of the report and development plan process was informed by the same extensive full report and so the activity for both of these was combined. The budget for printing the publication report has also been spread across the budgets for Community Events and Materials since it was related to both of these, as well as the Development Plan since it will support the ongoing process of that plan.

This has differed from our operational monitoring of project budget, as the areas of project delivery listed in the application budget were distributed across multiple delivery partners and in some cases seamlessly combined with volunteer and pro-bono activity. This has allowed us to take an holistic rather than a compartmentalized approach to the project.



Govan Voices Financial Spend Budget Summary (not including in-kind value contributions)					A4A Application Budget Items										
Item	Amount	Budget Source	A4A Grant	CDPI	Workshops	Guided Walks	Materials	Film/Editing	Publication	Dev. Plan	Community Events	Outreach Workshops	Web Costs	Proj. Admin	TOTALS
Project management, workshop co-ordination, volunteer expenses, materials	750	Community Fund	750		500		250								750
Filming, documentation, editing, hire of edit suite	2,000	Community Fund	2000					2000							2000
Digital, web and social media support	500	Community Fund	500										500		500
Publication: layout, design, production	1,500	Community Fund	1500						1500						1500
Architecture competition support	100	Community Fund	100								100				100
Findings event materials + camera	35	Community Fund	35									35			35
Outreach officer	7471.1	Fablevision / SCVO													0
Project management, guided walks, workshops support, project report - fixed price contract 92 hours x £25 payable	2,300	Community Fund	2300		300	800			200	500	200	300			2300
Display materials for TTC participation	62.5	Community Fund	62.5									62.5			62.5
Display materials for TTC participation	33.28	Community Fund	33.28									33.28			33.28
Report printing	2149	Community Fund	2149				574.5		500	500	574.5				2149
Posters for findings event	55	Community Fund	55									55			55
Venue hire findings event	50	Community Fund	50									50			50
Poster boards	190	Community Fund	190									190			190
Event leaflets	160	Community Fund	160				160								160
<b>ARCHITECTURE COMPETITION:</b>															
Architecture comp fliers	124	CDPI		124											0
Architecture comp student posters	75	CDPI		75											0
Architecture comp exhibition boards	190	CDPI		190											0
Architecture comp catering	40	CDPI		40											0
Architecture comp venue	80	CDPI		59.78											0
Architecture comp venue	80	Community Fund	100.22								100.22				100.22
Architecture comp projector	15	Community Fund	15								15				15
First prize award	250	CDPI		250											0
Second prize award	100	CDPI		100											0
Third prize award	50	CDPI		50											0
Exhibition materials expenses	122.42	CDPI		122.42											0
Accounting	240	CDPI		240											0
UWS Phd Contribution	2680	UWS													0
<b>TOTAL</b>	<b>21602.3</b>		<b>10000</b>	<b>1251.2</b>	<b>TOTAL:</b>	<b>800</b>	<b>800</b>	<b>984.5</b>	<b>2000</b>	<b>2200</b>	<b>1000</b>	<b>989.72</b>	<b>725.78</b>	<b>500</b>	<b>0</b>
			46.3%		<b>APPLICATION:</b>	1000	800	1000	2000	2000	1000	900	800	500	0
					<b>% Spend CF:</b>	80%	100%	98%	100%	110%	100%	110%	91%	100%	

