

MASTERPLAN FOR RHU MARINA

PDA 3/29

PDA 3/29 Rhu Marina is in the ownership of two parties. The area shown outlined in dotted red on the Phase 1 Plan forming part of this masterplan is in the ownership of Rhu Marina Developments Ltd, a company now controlled by Royal Northern & Clyde Yacht Club (following acquisition of the issued share capital of the company in February 2021), giving RNCYC effective ownership of that area ("the RNCYC area"). The remainder of the PDA site is in the ownership of Crown Estate Scotland ("CES"), and is leased to managing tenants, Boatfolk Marinas Ltd. RNCYC also owns the foreshore from the marina round Rhu Bay to approximately the entrance to the Rosslea Hall Hotel, and an area of seabed adjacent to the RNCYC area. It is intended that RNCYC will retain the area of seabed, and part of the area of foreshore, to enable effective development of the RNCYC area as contemplated in this masterplan, and expansion and development of the rest of the marina, by way of reclamation of some additional land to the west for additional car and boat parking. It is further intended that the remainder of the foreshore area will be transferred to a Community Trust or similar body (see section below on previous planning history).

RNCYC plans to relocate from its current premises in Rhu to a new clubhouse to be erected on the RNCYC area at the marina. Its current premises are no longer fit for its purposes, being a large Victorian listed building, with inadequate access to the water for, particularly, youth training and dinghy sailing, an area of activity which the Club needs to develop and expand. It can only do that from purpose built premises and facilities at the marina. The cost of maintaining, repairing, insuring and heating and lighting etc. the listed building is simply prohibitive, and has caused the Club to be in an annual loss making position in recent years. Unless the Club moves to more suitable premises at the marina, with a purpose built slipway and boat parking area, it is inevitable that in the not very distant future the Club will have to close its doors and cease to exist. Almost 200 years of yachting history on the Clyde will be lost. There would also be implications in that event in respect of the saving of the listed building. The Club previously ran an extremely successful junior sailing programme at the marina, involving at its height around 40 young sailors, several of whom have gone on to represent the UK in the Olympic Games. At the recent Games in Tokyo 3 sailors from that programme participated, one winning a silver medal, and another being a silver medallist from the earlier London Games. The planned move to the marina will enable the Club to rekindle that programme, with proven methods, and build on that success.

Accompanying this masterplan are Clubhouse Drawings, comprising Site Plan, Ground Floor Plan, Cross Section Plan, Elevations and Undercroft Plan, showing the design, as currently developed, of the proposed new clubhouse. These drawings may be subject to minor amendment. In particular, it is intended to improve the design of the rear entrance, and some alteration to the balcony may be required. However, the footprint of the building, and the overall size, including the height, are unlikely to change.

Following the Argyll & Bute Council Guidelines on the use of masterplans:-

(i) Background information

- Name of development – RNCYC New Clubhouse Development
- Details of applicant/agent – Royal Northern & Clyde Yacht Club/Panacea Homes Ltd.
- Details of previous Development Brief – None. However, a Proposal of Application Notice, including proposals for the RNCYC New Clubhouse Development was submitted in November 2019 (the Notice also included the previously proposed development of the RNCYC current clubhouse and grounds). There was a public meeting in January 2020, and opportunity then, or thereafter, for the public to make comment. It is understood that there were no adverse comments in respect of what was then proposed by way of new clubhouse development at Rhu Marina. Since then the proposed design of the new clubhouse has changed from a two storey building raised on supports (to address flood risk level) to a single storey building, again raised on supports, but with an enclosed undercroft providing flood friendly storage areas. The overall height of the building has therefore been reduced significantly, which is likely to be welcomed by neighbours and other residents.

(ii) Site details

- Location and site plan – accompany this written part of the masterplan. They are the Phase 1 Plan and the Phase 2 Plan.
- Description of the site – the application site for the RNCYC New Clubhouse Development is an area of reclaimed land at Rhu Marina shown outlined in dotted red on the Phase 1 Plan accompanying this masterplan.
- Planning history of the site: The application site forms part of Rhu Marina, for which planning consent was granted many years ago. In 2008 planning consent was granted for further infill to the west to provide a revised layout of berths via floating pontoons, car parking area and erection of new buildings to provide public bar, restaurant, hotel (class 7), office accommodation (class 4) and ancillary facilities. See below in respect of proposals for further infill in that area as part of Phase 2 of development of the marina as a whole. On 27 August 2013 a masterplan proposing an extensive flatted dwellinghouse development, along with a sailing club and an aparthotel went to a public meeting. Approval was refused, the masterplan having been vigorously opposed by a group of local residents. The principal target of objection was the housing element, which was recognised as incompatible with future successful operation of the marina. There was also fear expressed that if the housing element were permitted, that would be the “thin end of the wedge” and could lead to creeping development round Rhu Bay in front of the conservation village, on land reclaimed from the foreshore, which was in the ownership of the then applicants. It is the intention of RNCYC, which now effectively owns that foreshore, to transfer the majority of it (save for an area sufficient for a degree of infill to the west for car and boat parking) to a Community Trust or similar body, as indicated below. That will allay any remaining fears of creeping development in front of Rhu village.
- Ownership details – see above.

(iii) Site and area analysis

- Context – see paragraphs (ONE) to (EIGHT) below.

- Identity – The PDA site is a marina constructed on reclaimed land within a residential conservation area. It is separated from the residential part of Rhu by the A814 road. The marina is one of few businesses within the conservation area, and is important to it and the wider local area economically, providing employment, and through its customers, economic benefit to Rhu and the wider locality. It is a boost to tourism for the area, attracting an increasing number of visiting yachts each year. The proposed development of the marina will enhance the economic benefit, by making the marina an even more attractive destination, and by placing the Club in a position to attract more major yachting events.
 - Appraisal of accessibility to and from the site – see paragraph (SEVEN) below.
- (iv) Integration – see paragraph (SIX) below.
- (v) Proposed development programme – It is proposed that Phase 1 of development of the PDA site consist of the RNCYC Clubhouse Development on the RNCYC area. Phase 2 of development and extension of the marina is under discussion between CES and its managing tenants at the marina, Boatfolk Marinas Ltd.

(ONE) Developer's intended vision for the site and explanation as to how the form of the development will achieve that vision.

RNCYC intends to develop the RNCYC area by way of the construction of a new purpose built clubhouse, with car parking, storage facilities, a slipway and a boat parking area, all as shown on the Phase 1 Plan. This will enable the Club to direct its resources towards expanding its sailing and other water sports activities (the Club has recently ventured into the sport of coastal rowing, having acquired a rowing skiff, and has attracted a number of members of the community to participate), and in particular youth sailing and training, providing a valuable resource for the local community. It will also enable the Club to run more major events, bringing activity and economic benefit to the local area. In the past the Club has hosted national and international championships, and has the potential opportunity to be involved in running the International 8 Metre World Championship in 2024. These events also bring business for the marina. It is the intention of the Club to work with the marina owners and tenants in partnership, to further the success of the marina as a whole. The marina has never had any proper social facilities for its berth holders or visitors. The new clubhouse will provide such facilities, thereby enhancing the desirability of the marina as a destination.

(TWO) An indication as to how the proposed development will be implemented

RNCYC have entered into Heads of Agreement with a developer, who intends to develop the Club's current clubhouse and grounds, thus facilitating the Club's move to the marina. That developer, as part of the consideration for the purchase of the Club's current property, will construct the new clubhouse and related facilities for the Club on the RNCYC area at the marina. Once planning consent, and other required consents and permissions, are obtained, it is anticipated that the development of the RNCYC area would be completed within 12 months.

(THREE) An indication of the propose phasing of the development, that provides reassurances that none of the site will be sterilised for future development

Development of the RNCYC area will be the first phase of the development of the marina as a whole. CES and Boatfolk Marinas Ltd are in discussions in respect of redevelopment of the remainder of the marina, forming the second phase, which is likely to involve a revised and extended pontoon-installation, improved wave protection, boatyard, landscaping and car parking, the development of land side facilities to service the marina, to include elements such as offices, washrooms, engineering facilities, retail and food and beverage and a repositioning of the marina road entrance arrangements. An element of land reclamation and/or dredging may also be included. These discussions will enable the detail of Phase 2 to be formulated, and will necessitate amendment of this masterplan, or possibly the submission of a fresh masterplan. This is in accordance with the Guidelines, which contemplate at paragraphs 1.3, 2.1a) and 4.1 that proposals may be made for development of part of a PDA, the masterplan requiring to show how those proposals will relate to any parts of the PDA which do not form part of the application site. It is also consistent with paragraph 3.10 of the Guidelines, which states that masterplans are indicative and not prescriptive in nature.

CES and Boatfolk have decided not to join with RNCYC in the submission of this masterplan, since their discussions as to redevelopment of the CES part of the marina are at a very early stage. Boatfolk is of the view that what is now submitted is not a full masterplan, since it does not include detailed proposals for development of the CES part. However, given that their discussions with CES as to proposals for development of that part are at such an early stage, Boatfolk has intimated that it has no objection to RNCYC proceeding to lodge this submission now. CES has earlier indicated that in principle it has no objection to RNCYC submitting a masterplan which does not show detailed proposals for development of the CES part of the marina, if the planning authority will allow that. Both CES and Boatfolk have confirmed general approval of RNCYC's proposals for development of the RNCYC area.

It is understood that one of the issues concerning Boatfolk most is how to address flood risk management in the CES part of the marina. Any amendments to this masterplan will include proposals for flood risk management in respect of Phase 2. RNCYC has had a Flood Risk Assessment prepared, the results of which have been taken account of in the Phase 1 proposals (which have had a favourable response from SEPA). That Flood Risk Assessment is relevant also to the Phase 2 land, and has, along with SEPA's response to the Phase 1 proposals, been shared with CES and Boatfolk. It is understood that CES/Boatfolk intend to carry out further investigations in this respect, particularly in relation to the Marina breakwaters. RNCYC submits that any issues arising between the Phase 1 land and the Phase 2 land in respect of flood risk management could arise only at the boundary between those two pieces of land, and particularly where the access road enters the RNCYC area. This might arise if CES/Boatfolk decided to raise the level of the ground within the Phase 2 land at the boundary – at the time of development of Phase 1 the access road would meet the boundary at current level, and then rise gradually within the RNCYC area, as shown on the Phase 1 Plan. That could easily be addressed by some additional upfill to raise the level of the first part of the access road within the RNCYC area, and by use of a retaining wall or similar structure. These are matters for agreement among the various

parties, and would be addressed in any amendments to the masterplan. RNCYC has offered to enter into agreement now in this respect, and to give any appropriate undertakings.

The proposed development of the RNCYC area will not sterilise any part of the remainder of the site for future development. It is intended to be an integral part of that future development, with the Club and the owners and tenants of the remainder of the marina working in partnership for the future success of the marina as a whole, to mutual benefit. To that end RNCYC has offered CES/Boatfolk appropriate undertakings which will enable development following Phase 1 to include the infill to the west on foreshore belonging to RNCYC as shown on the Phase 2 Plan. If necessary RNCYC is in a position to facilitate further infill to the west, if that is required, and is prepared to give appropriate undertakings in that respect also. RNCYC has also offered appropriate undertakings to support amendments to this masterplan so as to include the detailed Phase 2 proposals, once these have been finalised by Crown Estate Scotland and Boatfolk.

(FOUR) An indication of the location and type of uses to be provided

The proposed locations of the new clubhouse, boat park and car parking area are as shown on the Phase 1 Plan. The approximate position of the slipway is also shown. The exact final position of the slipway has yet to be determined, and will be dictated by a study of water depth at various stages of the tide. The position will not change materially, and will, of course, have to be the subject of an application for a marine licence or consent. The use will be yachting/sailing club, other water sports, and uses ancillary thereto. At the moment the Club makes its clubhouse available to other local organisations (such as Probus, the local Rotary Club, Helensburgh Bridge Club, Helensburgh Wine Club). It would continue to do so, again providing a valuable resource for the locality.

(FIVE) An indication of the location and amount of public open space to be provided within the development

Given the nature of the site, and the constraints of space for the proper operation of the Club and the marina as a whole, it will not be possible to provide public open space within the development.

(SIX) An indication of how the proposed development will be integrated with existing communities, the natural environment and the topography of the site

The marina and the Club are already integrated with the surrounding community, having both been in existence for many years. The proposed move of RNCYC to the marina will increase community use of the marina. It will be an important first step in a long awaited extension and redevelopment of the marina as a whole, leading to significant improvement of the facilities on offer, and will provide

opportunities for further and better integration with the community. In particular RNCYC intends to develop at the marina as open as possible access to its membership and facilities. The Club already involves one local school in its junior sail training programme, and has plans to involve other schools once situated at the marina. As indicated above, the Club has in the past run an extremely successful junior sail training programme at the marina. That is not possible from the Club's current premises. Once the Club is at the marina there are opportunities for further and greater success with such a programme, and indeed other initiatives, all as part of enhanced integration with the local community.

The site itself is not natural environment, being reclaimed land. As to the topography of the site, due to flood risk some raising of the level of the ground to the rear of the new clubhouse will be undertaken. The ground floor of the clubhouse itself will be raised to the appropriate level, with an undercroft of enclosed storage areas constructed so as to be flood friendly.

(SEVEN) An indication of pedestrian and vehicular access to the site, proposed internal road, footpath and cycle infrastructure, and linkages with external access networks

The PDA site is adjacent to the A814 highway, which gives ready access to Helensburgh, to places further to the west, and to Glasgow, including Glasgow Airport. Direct access to the marina is taken from that highway. Also adjacent to the site is the cycle path and pedestrian path from Helensburgh to Rhu. There is a bus stop on each side of the A814 in close proximity to the marina access road. The bus service links with the train service from Helensburgh Central Station, which train service gives direct links to Glasgow and Edinburgh, among many other destinations. The planned internal roads serving the RNCYC area are shown on the Phase 1 Plan. There are no formal footpaths or cycle paths within the PDA site. There has been a suggestion that there might be a public footpath through the whole PDA site, in the main following the seaward edge of the site. It is submitted that that is impractical, given that the path would have to go through areas of activity, such as boat launching and recovery, moving of boats using the motorised travel hoist, the operation of a crane for such tasks as mast stepping, boat maintenance and repair, and through areas being used by children and other vulnerable persons for sail training, with all the attendant Health & Safety and security issues.

(EIGHT) An indication of the landscaping regime proposed, and measures to be taken to protect and enhance any important landscape features.

Given the nature of the PDA site, there are no important existing landscaping features contained within it. As far as development of the RNCYC area is concerned, there is little space for much by way of soft landscaping. It is intended that there be an area laid to grass in the vicinity of the clubhouse, with small potted bushes/shrubs situated at various points within the area, particularly delineating car parking areas. The proposed development of the RNCYC area, and indeed the eventual Phase 2 development, will, however, result in a much more organised, tidy and aesthetically pleasing site than exists at present.

(NINE) Conclusion

Although formulation of the Phase 2 proposals of CES/Boatfolk are at an early stage, those proposals will be for marina development, with which the Phase 1 proposals of RNCYC are clearly compatible.

Notwithstanding that this masterplan may require to be amended once the Phase 2 proposals have been finalised, RNCYC is ready now to proceed with the planning process in respect of its Phase 1 proposals, and therefore seeks approval of this masterplan now. It is, of course, understood that any amendments to the masterplan would require separate approval.

As stated above, phased development of a PDA is contemplated by both the Technical Note and the Guidelines promulgated by the local authority in respect of masterplans. Phased development of this PDA will clearly be necessary – to carry out all of the Phase 1 and Phase 2 development at the same time would be impracticable, in that it would be too disruptive to the business of the Marina.

It is submitted, therefore, that it would be appropriate for this masterplan to be approved now, to let the planning process in respect of Phases 1 and 3 proceed now, subject, of course, to approval of subsequent amendments to the masterplan being sought, once the Phase 2 proposals have been finalised.