



ATKINS

Member of the SNC-Lavalin Group

AYR STATION HOTEL FEASIBILITY STUDY

February 2021

DRAFT



Contributors

The Project Team have contributed to the Report.

Architecture + Lead

Atkins

Structural Engineering

Atkins

Building Services

Atkins

Economics

Atkins

Transport Planning

Atkins

Costs

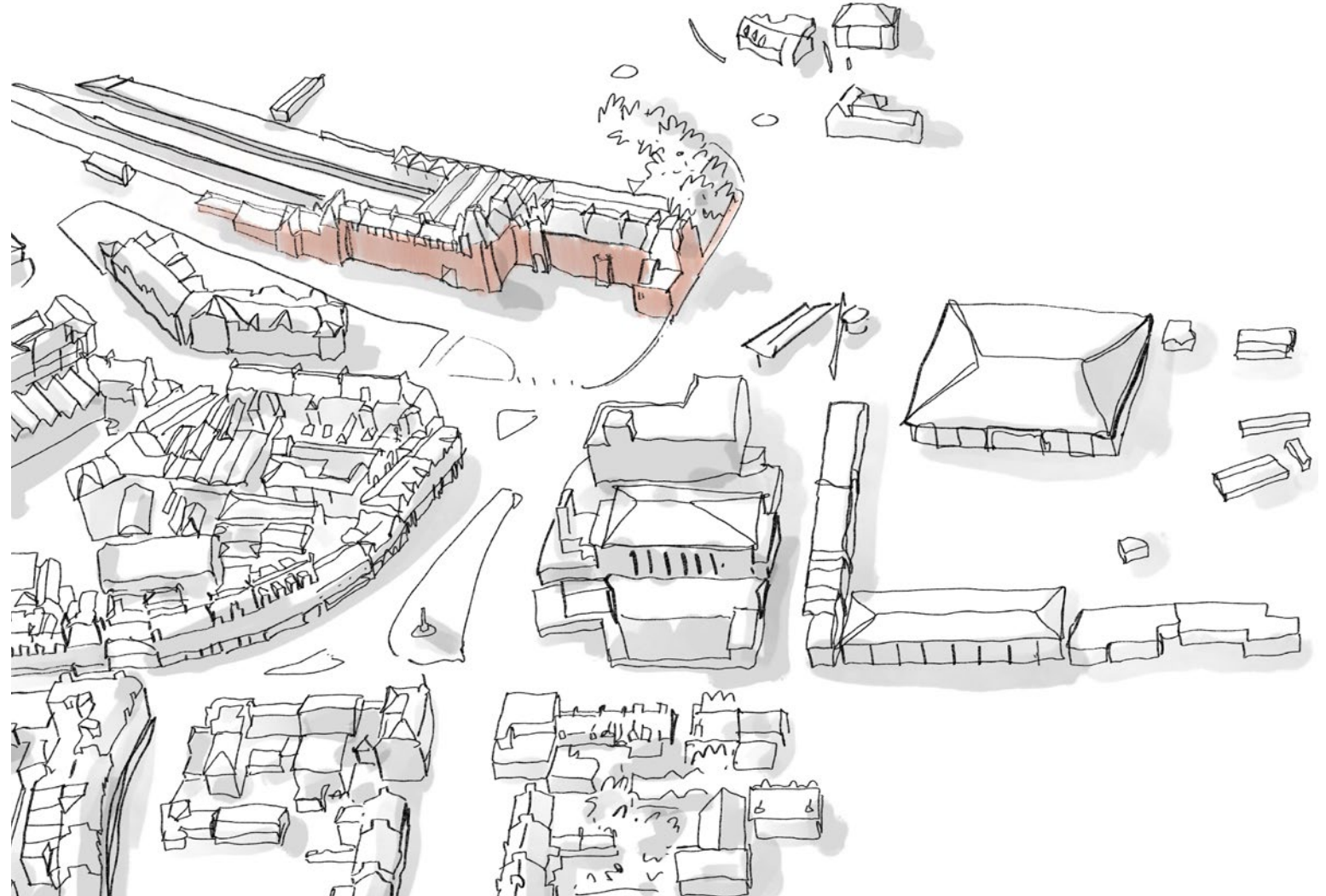
Faithful & Gould

Planning & Heritage

Iceni

Property

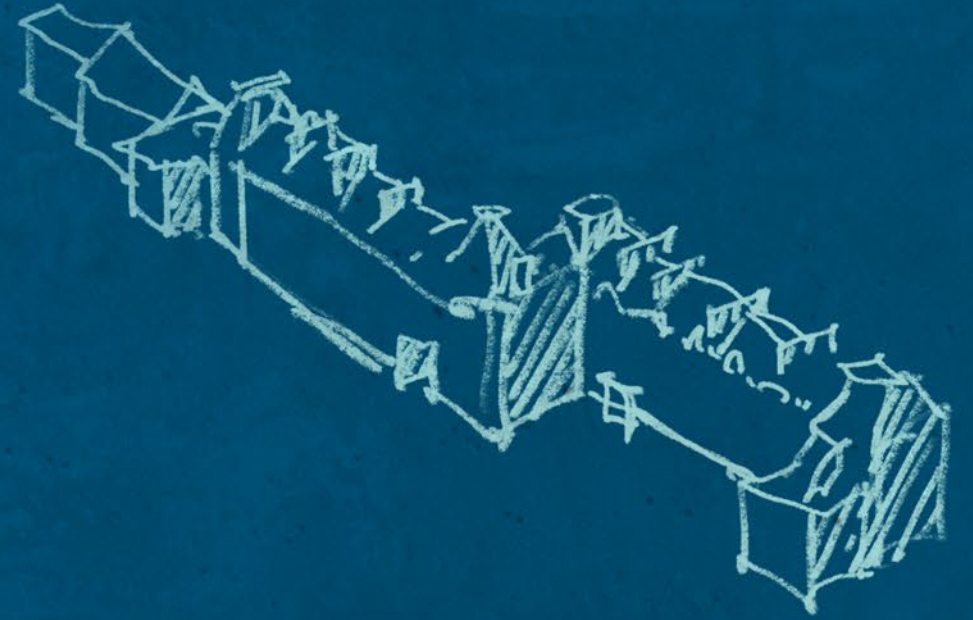
Avison Young



ATKINS

Member of the SNC-Lavalin Group

AYR STATION HOTEL FEASIBILITY STUDY





1.0

INTRODUCTION



1.0 Introduction

1.1 RIBA Stage 0

Following the RIBA Plan of Work 2020 Deliverables and Task Guidelines, the Core Objectives are to identify the Client's Business Case and Strategic Brief.

Other key tasks are reviewing all previous feedback and collated information, assembling the team, establishing the programme and concluding the stage with the Strategic Brief. The team have agreed that a further output of this stage will be an identification of a long list of options for sifting at the start of Stage 1, of which the identified options will be developed further as the basis for the Business Case Report.

A key output of Stage 0 is to collate, review and summarise the large array of information already gathered on this project over the preceding months and years.

Work undertaken

- » Site visit
- » Consultation with key Stakeholders
- » Project Meetings
- » Design Team Meetings
- » Preparation of CAD plans and 3D model of the building
- » Review and Validation of Structural Report
- » Site Constraint Analysis
- » Review of Planning and Heritage context
- » Review of strategic policy documents associated with the wider area
- » High level review of local property market
- » Cost review of stabilisation and 'do nothing'

The Strategic Brief

The Strategic Brief defines the problem that the project is established to resolve and the vision to be achieved. This will be developed in agreement with the key project stakeholders and team members.



RIBA Plan of Work 2020

The RIBA Plan of Work organises the process of briefing, designing, delivering, maintaining, operating and using a building into eight stages. It is a framework for all disciplines on construction projects and should be used solely as guidance for the preparation of detailed professional services and building contracts.

Stage Boundaries: Stages 0-4 will generally be undertaken one after the other. Stages 4 and 5 will overlap in the Project Programme for most projects. Stage 5 commences when the contractor takes possession of the site and finishes at Practical Completion. Stage 6 starts with the handover of the building to the client immediately after Practical Completion and finishes at the end of the Defects Liability Period. Stage 7 starts concurrently with Stage 6 and lasts for the life of the building.

Planning Note: Planning Applications are normally submitted at the end of Stage 2 and should only be submitted earlier when the threshold of information required has been met. A Planning Application is made during Stage 3, a mid-stage gateway should be determined and it should be clear to the project team which tasks and deliverables will be required. See Overview guidance.

Procurement: The RIBA Plan of Work is procurement neutral - See Overview guidance for a detailed description of how each stage might be adjusted to accommodate the requirements of the Procurement Strategy. ER Employer's Requirements CR Contractors' Proposals



	0 Strategic Definition	1 Preparation and Briefing	2 Concept Design	3 Spatial Coordination	4 Technical Design	5 Manufacturing and Construction	6 Handover	7 Use
Stage Outcome at the end of the stage	The best means of achieving the Client Requirements confirmed. <i>If the outcome determines that a building is the best means of achieving the Client Requirements, the client proceeds to Stage 1.</i>	Project Brief approved by the client and confirmed that it can be accommodated on the site.	Architectural Concept approved by the client and aligned to the Project Brief. <i>The client confirms "best" during Stage 2 and it is designed in response to the Architectural Concept.</i>	Architectural and engineering information Spatially Coordinated.	All design information required to manufacture and construct the project completed. <i>Stage 4 will overlap with Stage 5 on most projects.</i>	Manufacturing construction and Commissioning completed. <i>There is no design work in Stage 6 other than responding to Site Queries.</i>	Building handed over, Aftercare initiated and Building Contract concluded.	Building used, operated and maintained efficiently. <i>Stage 7 starts concurrently with Stage 6 and lasts for the life of the building.</i>
Core Tasks during the stage	Prepare Client Requirements Develop Business Case for feasible options including review of Project Risks and Project Budget Ratify option that best delivers Client Requirements Review Feedback from previous projects Undertake Site Appraisals	Prepare Project Brief including Project Outcomes, Quality Aspirations and Spatial Requirements Undertake Feasibility Studies Agree Project Budget Source Site Information including Site Surveys Prepare Project Programme Prepare Project Execution Plan	Prepare Architectural Concept incorporating Strategic Engineering requirements and aligned to Cost Plan, Project Strategies and Outline Specification Agree Project Brief Derogations Undertake Design Reviews with client and Project Stakeholders Prepare stage Design Programme	Undertake Design Studies, Engineering Analysis and Cost Exercises to test Architectural Concept resulting in Spatially Coordinated design aligned to updated Cost Plan, Project Strategies and Outline Specification Initiate Change Control Procedures Prepare stage Design Programme	Develop architectural and engineering technical design Prepare and coordinate design team Building Systems information Prepare and integrate specialist subcontractor Building Systems information Prepare stage Design Programme <i>Specialist subcontractor designs prepared and reviewed during Stage 4.</i>	Finalise Site Logistics Manufacture Building Systems and construct building Monitor progress against Construction Programme Inspect Construction Quality Resolve Site Queries as required Undertake Commissioning of building Prepare Building Manual	Hand over building in line with Plan for Use Strategy Undertake review of Project Performance Undertake seasonal Commissioning Rectify defects Complete initial Aftercare tasks including light touch Post Occupancy Evaluation	Implement Facilities Management and Asset Management Undertake Post Occupancy Evaluation of building performance in use Verify Project Outcomes including Sustainability Outcomes <i>Adaptation of a building at the end of its useful life triggers a new Stage 0.</i>
Core Statutory Processes during the stage	Strategic appraisal of Planning considerations	Source pre-application Planning Advice Initiate collation of health and safety Pre-construction Information	Obtain pre-application Planning Advice Agree route to Building Regulations compliance Option submit outline Planning Application <i>See Planning Regulator guidance on preparing a Planning Application earlier than end of Stage 3.</i>	Review design against Building Regulations Prepare and submit Planning Application	Submit Building Regulations Application Discharge pre-commencement Planning Conditions Prepare Construction Phase Plan Submit form F10 to HSE if applicable	Carry out Construction Phase Plan Comply with Planning Conditions related to construction	Comply with Planning Conditions as required	Comply with Planning Conditions as required
Procurement Route	Traditional	Design & Build 1 Stage	Design & Build 2 Stage	Management Contract	Construction Management	Contractor-led		Appoint Facilities Management and Asset Management teams, and staging if sub-contractors provided
Information Exchanges at the end of the stage	Client Requirements Business Case	Project Brief Feasibility Studies Site Information Project Budget Project Programme Procurement Strategy Responsibility Matrix Information Requirements	Project Brief Derogations Signed off Stage Report Project Strategies Outline Specification Cost Plan	Signed off Stage Report Project Strategies Updated Outline Specification Updated Cost Plan Planning Application	Manufacturing Information Construction Information Final Specifications Residual Project Strategies Building Regulations Application	Building Manual including Health and Safety File and Fire Safety Information Practical Completion certificate including Defects List Asset Information <i>Verified Construction Information required, verification tasks must be defined.</i>	Feedback on Project Performance Final Certificate Feedback from light touch Post Occupancy Evaluation	Feedback from Post Occupancy Evaluation Updated Building Manual including Health and Safety File and Fire Safety Information as necessary

Core RIBA Plan of Work terms are defined in the RIBA Plan of Work 2020 Overview glossary and set in Bold Type.

Further guidance on detailed stage descriptions are included in the RIBA Plan of Work 2020 Overview.

© RIBA 2020



2.0

CONTEXT



2.0 Context

2.1 Governance Group

The Station Hotel Governance Group is composed of:

- » South Ayrshire Council (Lead)
- » Transport Scotland
- » Network Rail
- » ScotRail/ Abellio

For the basis of this report the Governance Group are also referred to as the Client.

The Governance Group represent the assembled group of all parties directly impacted by the current dangerous condition of the Station Hotel. The Station Hotel is owned by a private individual under title number AYR41564 and comprises a south and a north wing. Network Rail owns the ground floor of the north wing only under separate title, an area that extends to approx. 420m². Given the current dangerous condition of the Station Hotel and the resultant impact on the train station and public areas, the cost for ensuring public safety has been met by some of the Governance Group members.

The Governance Group combined remit covers the following areas of interest in regards of the Station Hotel Building.

- » The safety of the public
- » The impact on the town
- » The station and rail operations including Ayr Townhead depot and connectivity beyond Ayr
- » The heritage of an historic building



2.2 Station Operations

Ayr station is one of the busiest stations in Scotland and is critical to the work and leisure economy of Ayr and the wider area around the town.

There are a number of popular, and significant, events throughout the year in the town that increase demand at the station including the Scottish Grand National and the International Air Show, as well as the attraction of the beachfront to leisure travellers, onward travel to the ferry to Ireland and Turnberry Resort.

The station is used by over 1.5million people annually and the route from Ayr to Glasgow accounts for 5% of all ScotRail passenger journeys, over 5m journeys a year, with an average growth of 3% p.a. Almost 1/3 of those journeys start/end at Ayr.

The station provides two train services: the electric trains that run Ayr and Glasgow/Edinburgh and the diesel services that run through Ayr to and from Glasgow/Stranraer.

There are 118 electric services between Ayr and Glasgow each day (59 in either direction) and 38 diesel services serving Kilmarnock and Stranraer, giving a total of 156 train services each weekday.

In 2018, when the rail line at Ayr was partially closed for three months as a result of the dangerous condition of the Station Hotel building, passenger numbers at the station declined by 14%. It also had a major effect on the communities of Maybole, Girvan, Barrhill and Stranraer too as all train stations south of Ayr were closed..

This illustrates the significant impact that the safety issues arising from the dangerous condition of the Station Hotel building has on both rail operations and the general social and economic prosperity of the town of Ayr and the South West.



3.0

THE SITE

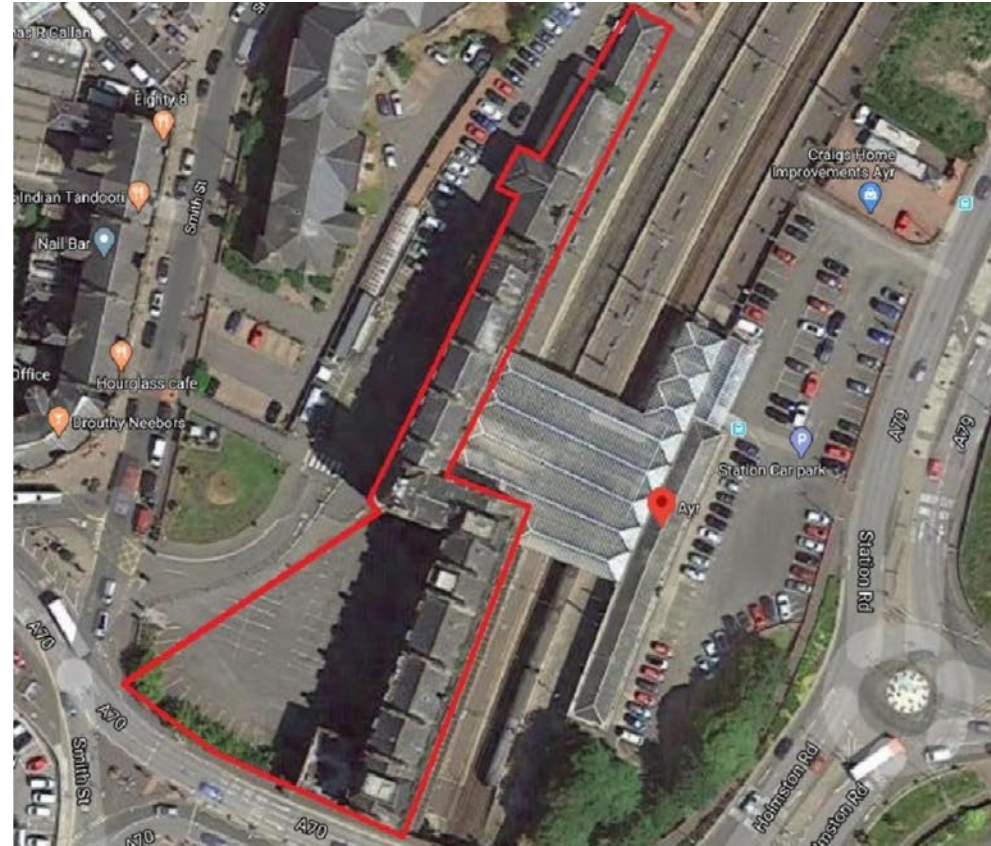
3.0 The Site

3.1 Definition

The site is defined in large part by the ownership of the Station Hotel Building which is privately held. The Station Hotel is owned by "Private Individual" Mr Ung, under title number AYR41564 and comprises the south and north wing. Network Rail owns the ground floor of the north wing only. The boundary appears to exclude the entrance and the gate posts as referred to in the Building Listing.

The red line is the hotel and station building curtilage. The rear wall of the hotel sits directly on the station platform and is abutted by the station canopy. The station was previously accessed via an entrance pend in the north wing of the building. Network Rail have ownership of the ground floor north wing and the Rail operator offices are located here as well as ticket office, staff accommodation and public toilets which were accessed from the platform side. These facilities have been relocated and the building is now fully vacant and secured against all access.

For the flexibility of the following investigations, Network Rail have indicated a flexible approach into either releasing or retaining ownership to assist a viable development proposal.



THE STUDY AREA IS HIGHLIGHTED IN RED. THE CAR PARK HIGHLIGHTED IS WITHIN THE STATION HOTEL'S TITLE (NOTE: GROUND FLOOR OF NORTH WING IS OWNED BY NETWORK RAIL).



3.2 Background

The former Ayr Station Hotel is Category B listed. The Hotel ceased trading in 2013 and since then has been unoccupied and has fallen into a state of significant disrepair. The Hotel forms the majority share (85%) of the main building at the railway station and is in private ownership. Network Rail owns the remaining part of the building, which comprises the ground floor of the north wing, which housed Ayr Railway Station's ticket office and all other associated station facilities. These are currently operated under lease to Abellio ScotRail.

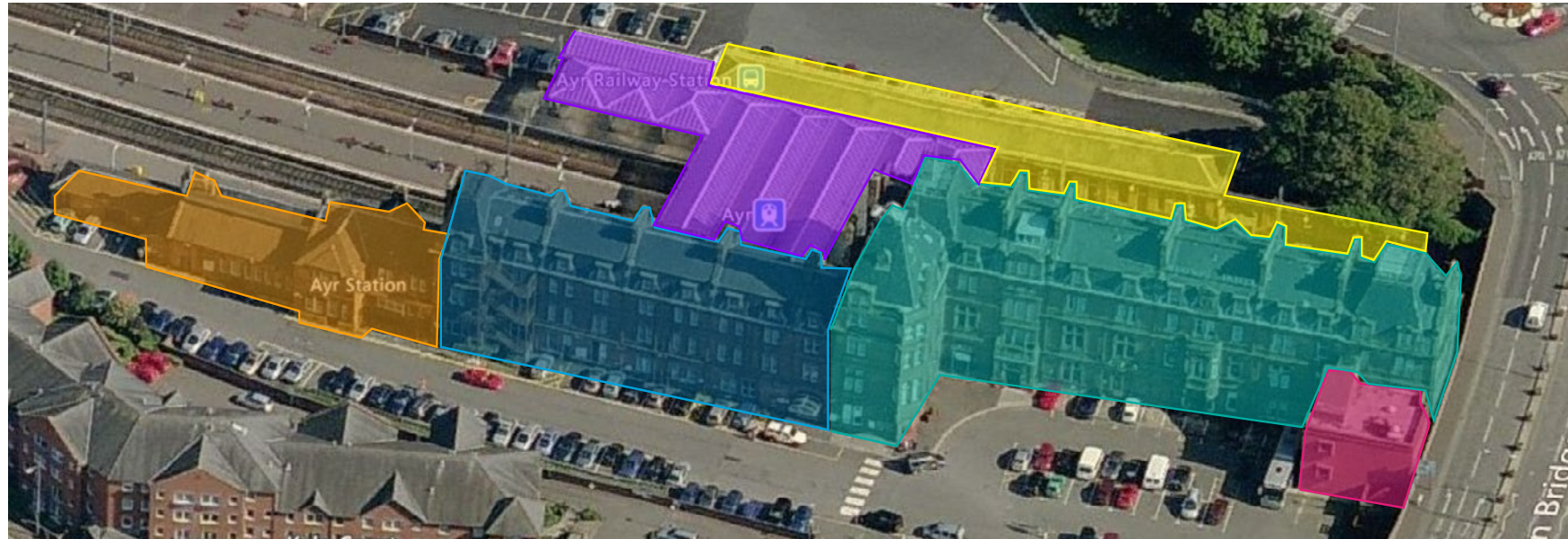
A Dangerous Building Notice was issued in 2013 and following the issuing of a further Dangerous Building Notice under Section 30 of the Building (Scotland) Act 2003 in March 2018, South Ayrshire Council has subsequently taken control of the site and created an exclusion zone around the areas deemed unsafe. Works have been undertaken to encapsulate large areas of the building and restrict access. This has resulted in the need for temporary measures to be implemented for the continued restricted operation of station services. A safety exclusion zone was implemented around the building to protect members of the public from falling debris.

A multi-agency Station Hotel Strategic Governance Group, is in place and is chaired by South Ayrshire Council. Reflecting the direct impact on rail services, South Ayrshire Council is supported in the Governance Group by representation from Transport Scotland, Network Rail and Abellio/Scotrail. This project team has been assembled to complete an initial options appraisal study to determine the economic viability and sustainability of the building.

Ayr Station Hotel remains partially encapsulated with netting and there is no access to any of the building. The closed facilities include the former train station access, ticket hall, staff offices and public toilets which have been re-provisioned elsewhere.



3.3 Historic



North Wing - Ancillary
 Much altered service accommodation.
 (station ownership)

North Wing
 Mostly cellular rooms
 No internal features of note
 Exterior less ornate than adjacent south
 external staircase and various alterations.
 (ground floor station ownership)

South Wing + Clocktower
 Grand reception rooms at 1st floor features
 of note in listing located in this wing.

Canopy
 Out-with study area but
 removal required should
 station be upgraded/
 replaced to resolve
 access issues.
 (station ownership)

East entrance
 Perimeter wall and
 entrance gateway
 out-with study area.
 (station ownership)

Ancillary
 1980's addition.



Recent History

2010: pre application enquiries to change use to flats

2013: Hotel ceases trading, Building closed

2013: pre application planning enquiries

2013: Dangerous Building Notice

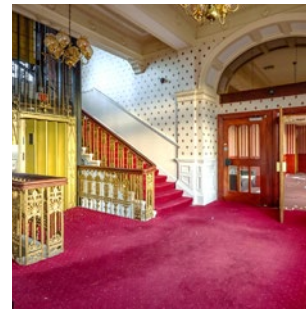
2014: Building at Risk Register

2014: Pre application discussions re alternative uses

2018: Dangerous Building Notice

2018: Rail services temporarily restricted

2018-current: Building encapsulated and subject to close inspection. Station facilities relocated to temporary buildings



Building Stats

- » Site Area: 3150m²
- » Total Floor area: 4830m²



Listing Details

- » B Listed (1980/ confirmed 2019)
- » 1885-6

Features:

- » Notable interior features in the hotel reception rooms, entrance staircase and lift – in South Wing
- » External features
- » Designation Review: 2019 No change

Building Details

- » 3 storey + roof level + partial basement
- » Formed in 2 wings and clocktower, 1+ 2 storey ancillary sections
- » Red sandstone, French Renaissance style
- » Loadbearing walls and steel beams in large rooms
- » Mansard slate roof
- » Feature dormers
- » Grand reception rooms, 1st floor in south wing

PHOTO CREDITS : ANDREW KAY

3.4 Statement of Significance

A Statement of Significance covering Assessment of Value will be included in any following reports. The value of the building and the constituent components around the site forming the overall station, are understood by the team and have been considered in all of the Option identification, review and evaluation. The key historic details are:

Building Date: 1885

Architect: Andrew Galloway

Listing: B

Current Status

Unoccupied, Building at Risk Register, Dangerous Building Notice 2013, 2018. The buildings is partially encapsulated to protect the public and rail users. The fabric and structure is in distress and at failure in many areas.

Description

3-storey and attic French Renaissance hotel forming part of Ayr Station, with 4-storey and attic corner pavilion and lower single storey, single storey and attic and 2-storey sections to station. Coursed red sandstone. Bull-faced battered base course; channelled rustication to ground floor of principal elevation; architraved openings with projecting cills; dividing band

courses; deeply moulded eaves cornice; pilastered sandstone rectangular dormers to attic, with deep entablatures, scrolls flanking; decorative iron brattishing to pavilion roofs

Listing Details

The Historic Environment Scotland (HES) listing describes the building, the canopies, footbridge, lamp standards, gate piers, railings and boundary wall. The listing has an expanded description of the architectural style and features of the building and related elements and the following descriptions are intended to be supplementary to that.

The B listing has recently been revisited and confirmed as remaining unchanged.

Contemporary Use/ Value

The Ayr Station Hotel was operational as a hotel until it ceased trading in 2013. It has been vacant since that date and has fallen into a state of considerable disrepair. It is subject to a Dangerous Building Notice dated 2013 and 2018. Large parts of the building are currently encapsulated in to prevent further deterioration and to ensure public safety including to the adjacent rail services.

The building condition is extremely poor and large parts of the interior have suffered water damage and there are significant areas of deterioration in the exterior and structure. The deterioration is across all parts of the building but is more significant and widespread in the south wing.

The building is prominently located at the train station and parts of the building are owned and used by the rail operators and used for station services. and abuts the rail line to Glasgow/ Stranraer. It is the first view on arrival in town by rail and by road from the north effectively acting as a gateway building in terms of location as well as scale: the 4 storeys of the hotel is much taller than the immediately surrounding buildings as well as being of a grander style. This location means that the building is embedded in the social fabric of the town and the current decrepit condition is a cause of great concern to the town residents and rail users as vocalised in the press, social media, local community groups and at numerous public engagement sessions over the years.

The significant part of the building is owned by an individual who has no proposals for addressing the future use of the building. Any proposals to deal with the building's future will involve CPO.



Location

The location is significant as a gateway – architectural and transport - to the town. The current condition of the building has a major detrimental impact on this aspect of the site prominence, as well as past impact on rail operations. The location is also a significant constraint on the ongoing maintenance of a building in such close proximity to an operation rail line.

Form

The scale of the building in terms of height and the form, creates a strong entry point to the town and is a striking backdrop to the street which compliments the sandstone tenements on the other side of the road. The form however, is a barrier to the station operations in terms of visibility, onward travel and impinges the potential for accessibility upgrades. The structural and form of the building interior is very specific to the original use as a Victorian era hotel and the narrow floor plate is a constraint on alternative future use.

Historical

The building has significance as a station hotel, with the station and the hotel functions intertwined. The functions of each building would have been initially complementary, however as time has progressed the adjacency of the hotel to the railway line has proven an inhibitor to instigating improvements as well as severely disrupting rail operations as the building has become dangerous.

Social

The building has a social prominence in the town due to its past function as a large venue for many important social events and gatherings. This function is long past and the dual function as a rail station is considerably curtailed due to the current condition with all station activities re provided in adjacent temporary accommodation. The social importance of the building is linked to its associated rail and gathering function.



3.5 Wider Context

The former Ayr Station Hotel and the wider site has many unique characteristics and any approach to regenerate and find alternative uses for the building must deal with these complexities.

Whilst located at the 'gateway to the town' this is unlike the rest of the 'high street environment': in that there are a great number of operational constraints and associated cost burdens and liabilities arising from the adjacency to the rail station and wider rail network . These constraints arise from the c.20 hours/day operation of the train station and the resulting noise and light pollution as well as the restricted access to the façade and roof areas from the platforms for ongoing maintenance and repair of the building. These will be significant considerations in attracting future use of the building.

The challenges must ideally be turned into opportunities by identifying demand and operators for whom the adjacency of the rail and station is an enhancement.





3.6 Wider Context: Planning

Planning and Statutory Context

3.6.1 A high-level overview of the planning and statutory context relevant to the site is outlined below:

National Policy

3.6.2 National Planning Framework 3 (NPF3) (2017) is a long-term strategy for Scotland, providing plans for development and investment in infrastructure. Scottish Planning Policy (SPP) (2014) sits alongside the NPF3 and sets out the national planning policies which reflect priorities for operation of the planning system. The documents do not specifically reference the site.

Local Development Plan

3.6.3 South Ayrshire Local Development Plan (2014). The South Ayrshire Local Development Plan (LDP) was adopted on 23rd September 2014 and is a strategic land use plan that sets out strategic spatial priorities and policies for South Ayrshire and secures land for specified uses to provide certainty for development.

3.6.4 Town Centre and Retail Local Development Plan (2017). The Town Centre and Retail Local Development Plan (TCRLDP) supersedes all parts of the adopted South Ayrshire Local Development Plan that relate to town centres and retailing. The TCRLDP and LDP together form the development plan for South Ayrshire.

3.6.5 Supplementary Guidance & Other Planning Guidance. To supplement the policies outlined in the LDP, various supplementary guidance and planning guidance has been published. Supplementary Guidance: Historic Environment supplements LDP Policy: Historic Environment and provides further guidance on heritage issues. Supplementary Guidance: Maintaining An Effective Housing Land Supply, directs housing development to redevelopment or brownfield sites within settlements: Historic Environment Policy for Scotland (HEPS).

3.6.6 Planning Guidance. New Housing Developments and Affordable Housing, and Planning Guidance: Open Space and Designing New Residential are non-statutory, however these documents are used to guide decisions on planning applications.

Other Material Considerations

3.6.7 Other material considerations include the Proposed Local Development Plan 2 (PLDP2). The preparation of the next LDP is at an advanced stage, with consultation on the PLDP2 now concluded.

3.6.8 The modified PLDP2 was published for public consultation between 1 July and 14 August 2020, giving the public a further opportunity to submit representations to support the redevelopment of the site for the preferred option and to increase the flexibility of LDP Policy: Development Opportunities in terms of the redevelopment of the site. The Modified Proposed Local Development Plan 2 has now been submitted to Scottish Ministers for Examination.



3.6.9 The key policies outlined within the PLDP2 remain largely consistent with the adopted Local Development Plan, albeit principles of sustainability are given greater prominence in PLDP2, with the aim of the Plan to “make the most of sustainable economic growth that is supported by sound social and environmental objectives”.

3.6.10 The Ayr Town Centre Strategy & Action Plan (April 2019) and the Ayr Town Centre Review – Strategic Review of Public Space & Masterplanning of Site Options (October 2018) are each material considerations.

Planning History

3.6.11 The planning history for the site is extensive and varied. A number of listed building consent and advertisement consent applications have been approved, refused and withdrawn. These relate to alteration, refurbishment and installation works at the hotel, as well as new signage.

3.6.12 A certificate of lawfulness was issued in March 2013, for the use of the existing building as a hotel (Reference: 12/01379/COL). An application to change the use of the existing bar area to a coffee shop was submitted in August 2010 and withdrawn in October 2010 (Reference: 10/01177/APP), with a previous application for listed building consent to change the basement area to a leisure club submitted in June 1990 and approved in January 1991 (Reference: 90/00045/LBC).

3.6.13 It is understood from discussions with South Ayrshire Council’s Planning Service a number of pre-application discussions have taken place with the owner of the building in recent years. These discussions related to the acceptability of a variety of uses, however it is understood that no detailed proposals were ever received by the Council.

Heritage Policy Context

3.6.14 The policies on the protection of listed buildings are underpinned by the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The importance of respecting the historic environment is set out within NPF 3, SPP and the LDP. Historic Environment Policy for Scotland 2019 (HEPS).

3.6.15 HEPS is a policy statement for decision-making for the historic environment and outlines six policies for how the historic environment should be managed. Whilst non-statutory, HEPS is a material consideration for planning proposals that might affect the historic environment, and in relation to listed building consent.

Managing Change in the Historic Environment Guidance Notes

3.6.16 Historic Environment Scotland has published “Managing Change” guidance to cover a range of topics which are relevant for the proposal. These include guidance on: the demolition of listed buildings; the use & adaption of listed buildings; setting; extensions; interim guidance on the principles of listed building consent; and interiors.



Applicable Policies

3.6.17 Within the Town Centre and Retail Local Development Plan (TCRLDP), the site is located within the adopted South Ayrshire Local Development Plan (LDP1), modified PLDP2 and the Town Centre, and is allocated as “Transport” and considered part of the retail periphery.

3.6.18 In terms of proposed uses for the site, given its location within Ayr Town Centre, a number of uses and mixture of uses would be appropriate. In particular, the TCRLDP lends support to:

- » Class 1 Retail;
- » Class 2 Financial, Professional and other Services;
- » Class 3 Food and Drink;
- » Class 7 Hotel and Hostels;
- » Class 11 Assembly & Leisure;
- » Sui Generis (public house);
- » Class 4 Business;
- » Class 9 Houses; and
- » Sui Generis (Hot food takeaway).

3.6.19 The TCRLDP identifies the subject site as a redevelopment opportunity with preferred options for its reuse including conversion to residential or office use, as part of the retention of the listed building. The subject site is located within the defined “South Hub: Gateway” area and the reuse of the hotel and demolition of Burns House represents a significant opportunity to maximise the potential of the public realm, including road layout, at this key entrance to the town centre.

3.6.20 This statement is updated in the PLDP, under PLDP Policy: Development Opportunities to advise that other suitable commercial or public uses will also be acceptable at the subject site, and reference to the retention of the listed building is removed.

3.6.21 This reflects initial discussions with South Ayrshire Council’s Planning Service that any use or proposal that would support the retention of the listed building in any form would, in principle, be supported and there will be allowances made with regard to specific planning policy requirements given the historic, locational and technical constraints of the site. There is a specific policy in the PLDP2, Strategic Policy 2.

3.6.22 The modified PLDP2 Strategic Policy: Development Management states that the Council will ensure that if development proposals are contrary to specific LDP policies, they are justified, to its satisfaction, on the basis they are (1) of over-riding community interest, or (2) will contribute significantly to the implementation of the Ayrshire Growth Deal or the regeneration of Ayr; and will have no significant, adverse environmental effects, except where this would conflict with legal obligations or Regulations.

3.6.23 The Council acknowledge that all of the options should be assessed with a view to providing wider benefits to the town, particularly in the context of this being a gateway site and its adjacency to Burns Statue Square and the High Street. In terms of the potential demolition of the building, this should be informed by the various technical and viability assessments and will be required to be justified under the relevant statutory legislation and policies. The range of uses noted within the long-list options, would be supported as new build development, subject to detailed design.



3.6.24 An initial discussion with Historic Environment Scotland (HES) has confirmed that HES is supportive of a realistic and pragmatic approach being taken at the site in terms of all options being assessed and considered for the building. It is acknowledged by HES that heritage is one of a number of considerations in terms of feasibility. HES have advised that national policy should lead to the least detrimental viable option, but they do recognise that in this case the focus is likely to be on efforts to protect the external envelope in a meaningful way. Each option should be assessed in the context of the relevant legislative and policy framework, with evidence and supporting reports to justify why the preferred option has been selected.

3.6.25 The above represents a high-level overview of the principle of the proposed uses. Detailed policies will need to be considered for each option. For example, issues such as open space, affordable housing, energy requirements, as well as access, parking, servicing, flooding, noise & vibration, privacy, daylight (dual/single aspect), and developer contributions will each need to be considered in relation to the options.

Heritage Overview

3.6.26 The existing building is Category B-listed and lies to the south east of the Ayr Central Conservation Area. There are a number of Category C and B-listed buildings located along Smith Street, to the west of the site, as well as the Category B-listed monuments in Burns Statue Square.

3.6.27 The subject building is Category B-listed and listed building consent will be required for any internal or external alterations or demolition works. The listing description notes both internal and external features of special interest.

3.6.28 It is understood that at the request of members of the public, HES undertook a review of the statutory designation between November 2018 to January 2019. It was determined that the building still meets the criteria for listing and will remain as Category B-listed as it did not meet the criteria for A-listed buildings, that of national or internal importance in listing terms.

3.6.29 The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 sets out a requirement for planning authorities and Scottish Ministers to have special regard to the desirability of preserving a building or its setting or any features of special architectural interest in considering whether to grant planning permission or listed building consent and in carrying out general duties under the Planning Act (Sections 14 and 59).

3.6.30 HEPS outlines policies for managing change. Policy HEP1 states that decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance. Policy HEP2 states that decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations. Policy HEP3 states Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. Policy HEP4 states that changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate.

3.6.31 Both policies HEP3 & 4 advise that if detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

3.6.32 HEP5 advises that decisions affecting the historic environment should contribute to the sustainable development of communities and places and HEP6 states that decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.



3.6.33 Managing Change in the Historic Environment: Demolition of Listed Buildings, outlines a number of situations where the loss of a listed building is likely to be acceptable, as long as this can be clearly demonstrated and justified through supporting information. These include:

- » Is the building no longer of special interest?
- » Is the building incapable of meaningful repair?
- » Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?

The guidance also elaborates on economic viability noting that in some instances the repair and reuse of a listed building is not economically viable i.e. the cost of retaining the building will be higher than its end value.

If none of those circumstances apply, demolition should only be considered if it can be demonstrated that retention is not economically viable. i.e. the cost of retaining the building will be higher than its end value.

Open and transparent marketing of the building should be undertaken to demonstrate that every effort has been made to secure a buyer who would retain the building.

3.6.34 Managing Change in the Historic Environment: Use and Adaption of Listed Buildings notes that consideration should be given to solutions involving one, or a mix of, the following approaches:

- » Minimal intervention
- » Adaptation
- » Extension
- » Selective demolition
- » Enabling

3.6.35 LDP Policy: Historic Environment of the LDP states that support will be given to protecting listed buildings and their settings, especially from inappropriate development, and the Council will actively encourage their sensitive maintenance, restoration and reuse. All new development in, or affecting the setting of, a conservation area, has to improve or preserve the area's character or appearance. The associated Supplementary Guidance 'Historic Environment', sets out a number of general design criteria for new development.

Emerging Context – Local Developments/ Relevant Council Operations

3.6.36 The former South Ayrshire Council offices at Burns House are due to be demolished in 2021 and the site is noted as a redevelopment opportunity within the TCRLDP.

3.6.37 The redevelopment of Burns Statue Square is linked to both the Ayr Town Centre Review - Strategic Review of Public Space & Masterplanning of Site Options (October 2018) and the Ayr Town Centre Strategy & Action Plan (2019), the documents are complimentary.

3.6.38 Ayr Renaissance LLP was formed in 2009 by South Ayrshire Council following the creation of the original Ayr Town Centre Strategy in 2007/2008. AyrRenaissance is a limited liability partnership owned by, but a separate legal-entity from, South Ayrshire Council, Ayr Renaissance is no longer operating.

3.6.39 Ayr Renaissance commissioned Ironside Farrar to develop and produce proposals for Ayr Town Centre that built on the Town Centre Strategy and Action Plan Framework.



3.6.43 Other key outcomes from the consultation include the importance of town centre living to boost vibrancy, a new transport hub, and conservation interest in the retention of the Station Hotel but no clear consensus for its future use or understanding of condition. The high cost of renovation of the Station Hotel is noted as making successful re-development unlikely. The key outcomes align with the South Ayrshire Council's Local Transport Strategy (LTS) (2009-14).

3.6.44 The Ayr Town Centre Strategy & Action Plan (2019) also envisages Burns Statue Square as a gateway, providing linkages with the town centre and beyond. The Strategy notes that any plans for the square will be dependent on the outcome of the initial discussions regarding the future of the Station Hotel and a solution for the Odeon Cinema. The creation of more residential properties; improvements to the public realm & wayfinding; collaborative commercial spaces for co-working and expanding the number of public events in and around the town are mentioned as key initiatives.

3.6.45 In terms of other development in the local area, conservation area consent and planning permission were granted on 9th June 2020 for a new flatted development (12 units) to the rear of 35 - 47 Burns Statue Square, to the east of the site (References: 20/00131/CON and 20/00130/APP respectively).

3.6.46 Planning permission and listed building consent for the conversion of Holmston House to 30 residential dwellings and conversion of 3 outlying buildings to form 3 bungalows, as well as the creation of 66-bed care home was approved in March 2018 (Planning References: 17/00004/APP & 17/00005/LBC).

3.6.47 Other proposals in the wider town centre, include the Riverside Masterplan. The Approval of Matters Specified in Conditions (AMSIC) for offices and public realm was refused in May 2018 and a subsequent Design Brief was published in April 2019. Austin Smith Lord were selected in August to take the project forward in order to create a new type of urban space for Ayr bringing together landscape, events, urban design and public enjoyment on a unique site in the town. It is understood that a planning application is due to be submitted shortly.

3.6.48 The redevelopment of the Kyle Centre on High Street to create a cinema, gym and other food & drink uses was approved in February 2018 (Planning References: 18/00022/APP & 18/00021/LBC). The redevelopment of the Arran Mall for a potential £40million leisure centre to replace the Citadel is also being considered, however no applications for planning permission have been submitted to date.

3.6.49 The Council office Building Burns House is scheduled for demolition in 2021.



4.0

INVESTIGATIONS



4.0 Investigations

4.1 Review of Structural Report

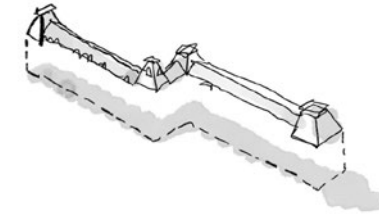
Mott MacDonald were commissioned to undertake a survey, investigation and assessment work for the Ayr Station Hotel, the details of which can be found in their independent report dated October 2019. A review of the details and findings within this report has been carried out to establish the scope of survey works completed and any further information that might be required in relation to Atkins' current scope of works.

It should be noted that as part of the survey carried out there was only very limited access gained internally within the building due to the risk of collapse. Where access was obtained it was generally limited to areas directly adjacent to windows.

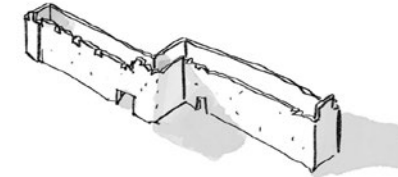
A review of the report has highlighted numerous concerns with condition of the existing structure. For the purposes of the current stage, the information within this report combined with the information gained from record drawings is sufficient to be able to advise on and review the development proposals from a Structural perspective.

The reference to this report is attendant with the following caveats:

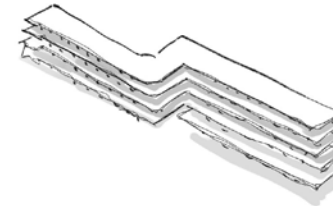
- » The report is over a year old and the building will continue to deteriorate.
- » The basis for the stabilisation costs in the report is very basic repair, making the building ready for further extensive development associated with whatever specific use is identified.
- » The costs exclude the abnormal and risk costs associated with working adjacent to the station and rail operations.
- » The report is based on very limited internal access and no intrusive inspection carried out to structure including the foundations.



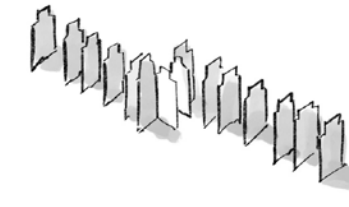
LIGHTWEIGHT ARTICULATED ROOFSCAPE



HEAVYWEIGHT LOADBEARING MASONRY SKIN



LIGHTWEIGHT TIMBER INTERMEDIATE FLOORS



HEAVYWEIGHT MASONRY STRUCTURAL CROSS WALLS



Roof Structure: The roof structure was noted as generally comprising timber framing and was found to be in a poor or very poor condition with most of the damage being located in the lower mansard of the southern section of the roof. Within this section it was noted that there are numerous holes and missing slates/lead flashing with a significant amount of rot found in the exposed timbers (with 100% section loss in some areas). The rotting/degraded timbers were predominantly noted in the lower mansard directly adjacent to the eastern eaves, the timbers in the upper mansard are noted as not having been effected by water ingress.

Floor Structures: The floor structure was noted as generally comprising timber tongue and groove floor-boards on timber floor joists with isolated areas of steel framing (mostly located in the double height rooms in the southern section). Where possible access was obtained through windows with small sections of the floor opened up at these locations to expose the joists. Observations in the report highlight several areas in the southern section of the building where the joists ends are suffering from rot with significant section lose. In the northern section it was noted that the joists were found to be in a reasonable condition.

External Walls: The external walls were noted as generally comprising a single leaf of sandstone block. Several concerns were highlighted regarding the condition of the sandstone including loose stonework to both the north and south sections,

an unstable chimney directly adjacent to the clock tower, cracking and plant growth the to the eastern elevation of the southern section and cracking to both sections generally around metal inserts.

Internal Cross Walls: The internal cross walls were noted as generally comprising sandstone blocks running both north to south and east to west. Where the walls were exposed, primarily in the parapet/chimney stacks, it was noted that there were some defects recorded with evidence of some movement and cracking in the sandstone blocks. Again, it was also noted that a majority of the issues were found in the south section of the building.

External Escape Stair: The external escape stair is located on the western elevation of the northern section and was noted as comprising a steel framed structure bolted directly back to the external sandstone wall. The condition of the stonework in this area was noted as being poor to very poor, particularly around the steelwork connection points. Fractured and cracking stonework was noted immediately adjacent to pilasters on feature windows.

Flat Roof Extension: The two-storey flat roofed extension on the western elevation was noted as being formed in cavity wall sandstone/blockwork with a timber roof. It was noted that the building was found to be in reasonable condition with only a limited number of structural and cosmetic type defects.

Concourse Enclosure: The concourse enclosure houses ticketing and automatic gates and is located on the ground floor adjacent to the station platform. The structure was noted as appearing to comprise painted period cast iron framing supporting a contemporary Perspex roof. This area was noted to be in a reasonable condition although the sandstone walls, beams and roof beyond the curtilage of the enclosure were not surveyed or inspected (this is outwith the site for the purposes of this study).

Stair and Lift Structures: The stairs are noted as comprising cast or wrought iron stringer beams while the lift structure is noted as comprising metal framing and metal mesh infill. Both were noted as being in good condition.

Internal Areas: Observations were generally noted to the internal areas that were accessed, these include the following:

- » Collapsed ceilings (noted predominantly in the southern section of the building).
- » Wide spread damp on the face of finished walls and ceilings, it was noted that this is likely due to both water ingress from the damaged roof and also from broken pipes.

Foundations: The foundations were not accessible and therefore they were not inspected. Concerns are noted regarding possible settlement cracking to both the eastern elevation and southern gable of the southern section of the building.



4.2 Review of Legislation and Drawings: Structure

Record drawings have been provided and reviewed by the Structural team. These drawings have been reviewed with a view to establishing the structural form of the building to support the Architectural team and better inform the proposed development options.

A summary of the record drawings received and reviewed is included below.

1956/1957

Architectural drawings including floor plans, a section through the dining area in the south section of the building and a section through one of the bedrooms/bathrooms in the north section of the building.

Works indicated on the drawings comprise:

- » The construction of new bathrooms to some of the rooms in the northern section of the building
- » The construction of a new grill to the dining room

The drawings are predominantly architectural but they do generally indicate where the thicker primary walls and thinner secondary cross walls are located. It is believed that all of these walls are generally load bearing.

1967

Architectural drawings including plans and sections through the new two storey extension, floor plans and elevations. British Railways Chief Civil Engineer's Dept. ground floor plans. Calculations and drawings by Vivian Rossi and Associates for the two storey extension.

Works indicated on the drawings comprise:

- » Construction of the two storey extension to the south section
- » Construction of new basement stair to the south section
- » Significant alterations to some internal walls, including the ground floor walls in the Kintyre Suite
- » New entrance canopy

While the drawings are again primarily Architectural they do show the supporting structure to the two storey extension which comprises precast concrete slabs supported on a reinforced concrete frame and load bearing masonry walls. Foundations are shown as shallow concrete pad foundations. Similar to the 1956/57 drawings the thicker primary and thinner secondary cross walls are shown including some alterations as noted.

1971/1972

Architectural drawings including floor plans, a roof plan and elevations.

Works indicated on the drawings comprise:

- » Significant alterations/slappings to the basement.
- » The construction of a new stair to connect the stair core in the southern block to the two storey extension. This stair was partially external and included a copper clad enclosure.
- » Significant alterations to the upper hotel rooms.
- » The construction of a new copper clad canopy.

The drawings are predominantly architectural but they do again generally indicate where the thicker primary walls and thinner secondary cross walls are located.

At the basement level the support beams to be provided to slapping in load bearing walls are indicated. It also appears that the secondary steel framing above the first floor is indicated on the drawings, this framing is expected to support the load bearing walls on the upper floors.



1974

Architectural drawings including floor plans and elevations of the south block.

Works indicated on the drawings comprise:

- » Alterations to the stair between the south block and the two storey extension.
- » Alterations to first floor walls including a slapping between the dining room and kitchen on the first floor.

The drawings are predominantly architectural but they do again generally indicate where the thicker primary walls and thinner secondary cross walls are located.

Similar to the 1971/72 drawings, the drawings also appear to show the secondary steel framing above the ground floor. This framing is expected to support the first floor structure.

4.2 Review of Legislation and Drawings: Architecture Building Form and Structure

The current building form, structure and construction will require a number of areas of significant intervention to meet current Building Standards, for all potential functions. The current condition of the building as ascertained from the Structural Report suggests that much of the interior is compromised due to water ingress and the roof collapse. In order to be fit for a fully compliant conversion we would assume that the interior would be stripped back to the masonry walls and primary structure for re construction, dealing with rot and other weather related deterioration.

Escape

The current building form is elongated with few internal escape stairs. The external fire escape stairs are a latter addition to deal with insufficient escape stairs and exits from the building. This is not a solution that would be acceptable to meet current standards and removal would be required in any future re-use. Compliance would require additional stair cores with lifts to meet escape requirements. This would be a significant structural alteration, amendment to a listed building and a large loss of floor area.

Accessibility

There are level changes between wings that would need to be accommodated.

Fire

Improved fire separation and compartmentation would be required between floors, walls and to structural elements, chimneys and feature staircase. This work would vary in scale depending upon function, but in any proposals, significant upgrading will be required. This would have to primarily meet life safety but with due consideration to the listed aspects of the building. Conversion to residential would require sprinklers due to the building height.

Acoustics

The building is naturally ventilated and the depth of the building is designed to allow for double sided natural ventilation. However the east façade opens directly to the station platform and this is a source of high acoustic levels which would be an issue for most potential re uses, but especially and residential function.

The station operates for 18-20 hrs per day and a potential resolution to this is to arrange circulation to this elevation only.



Environment

Fabric upgrades would be required of varying degrees to meet the Building Standards with the upgrade for residential potentially more onerous than others. Office and hotels would potentially have more controlled environments and service zones would need to be incorporated within the floor plans and be accessible. Fabric upgrades to meet thermal standards would also be required.

Any of the proposed functions would require considerable internal upgrading to repair the existing damage as well as to include the servicing infrastructure and fabric upgrades required to meet Building Regulations. Alongside the structural repairs and upgrades, the overall internal alterations would be extensive to the point of being a major re construction.

Safety

Many of the windows in the south wing are full room height with the sill at floor level. The windows would require safety barriers.

The complex roof form, valley gutters, numerous ridges, chimneys will require regular access to the roof for repair and maintenance including potentially from the station side which incurs numerous restrictions.

Adaptability

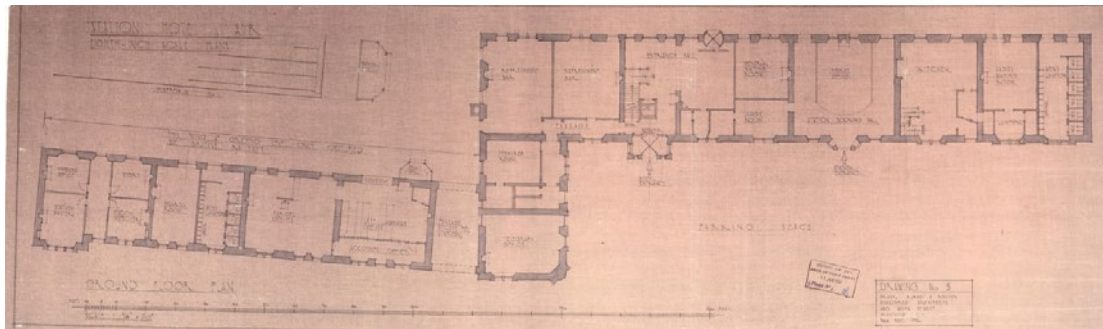
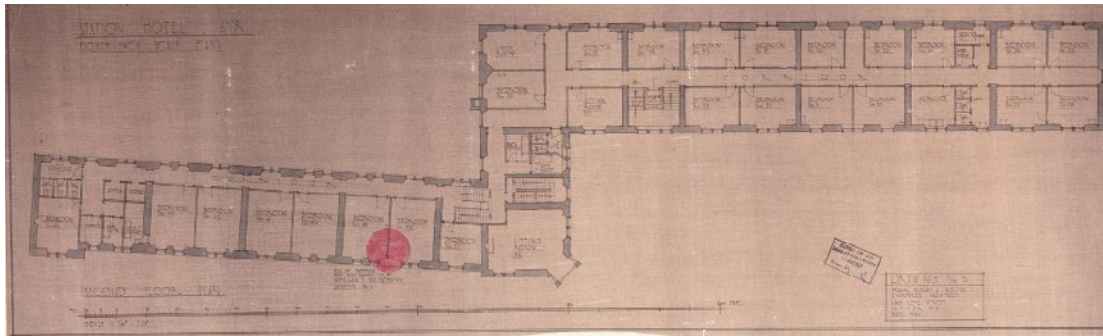
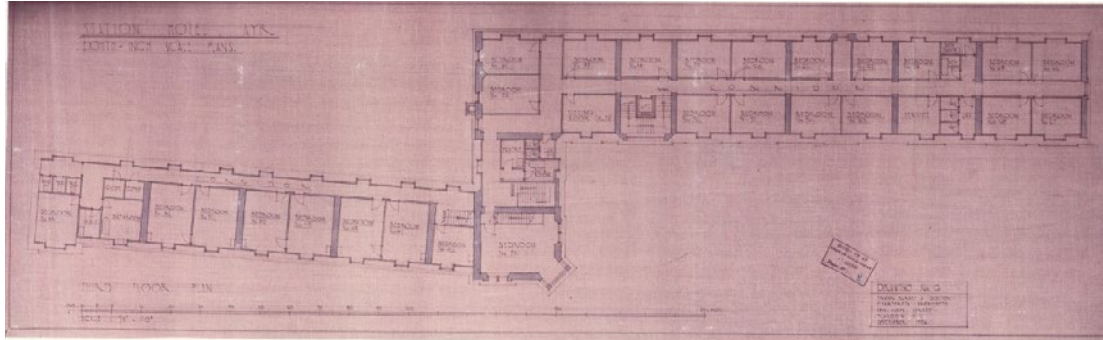
The current cross walls are all generally loadbearing and form large cellular rooms. Re using this layout is a major restriction on optimal layouts for all functions including modern hotels.



Existing Drawings

Access to existing drawing information has been limited to scanned historic drawings and drawings within the Structural Report. Following a site visit the structural engineer had access to historic drawings to gain more information on the structure and general geometry of the building.

No CAD drawings available.



4.3 Building Standards

Early discussions with Building Standards

Facilities that may be necessary include:

- » Fire-fighting stairs (clause 2.14.3)
- » Fire-fighting lifts (clause 2.14.4)
- » Fire-fighting lobbies (clause 2.14.5)
- » Heat and smoke control e.g. natural or mechanical ventilation (clause 2.14.6), and
- » Fire mains i.e. wet or dry risers (see clause)

Installation of a passenger lift will allow all dwellings on upper storeys to be reached from a common entrance level. However, it is recognised that it may not always be reasonably practicable to provide lift access within all domestic buildings .

Therefore, a building containing flats or maisonettes may be constructed without a passenger lift where not more than 4 storeys in height and where there is no dwelling with a principal living level at more than 10m above either a common entrance level or the level of the lowest storey.

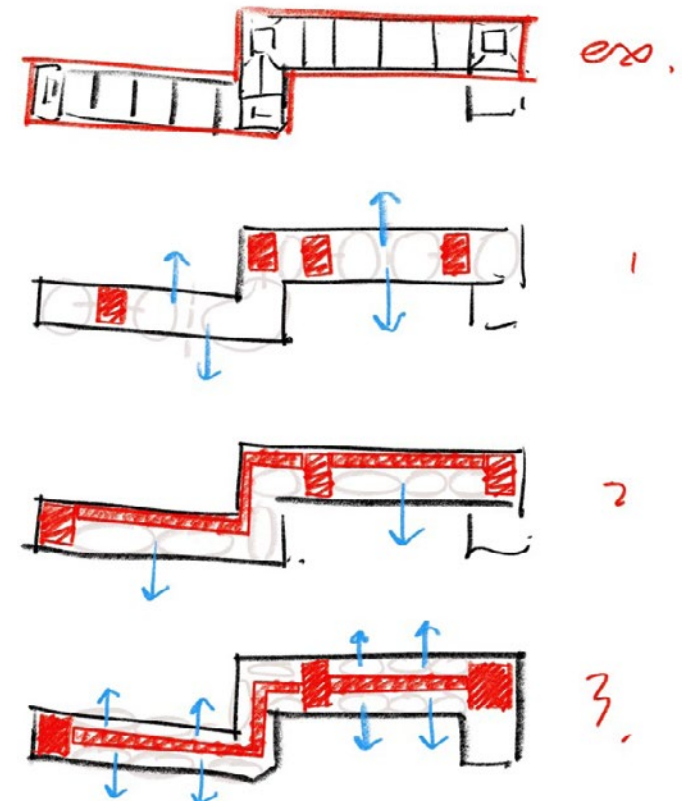
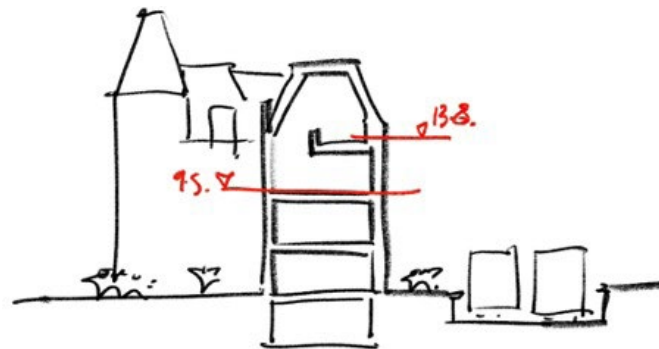
“Protected Corridor” and the proposals should follow the following standard;

Technical standard 2.9.10 Escape routes – options

Table 2.4 outlines the recommendations based on the height of the topmost storey of dwelling above adjacent ground level. Therefore;

Topmost storey more than 7.5m but not more than 18m [2] at least 1 escape route, and:

- » Protected lobbies (see clause 2.9.13)
- » Smoke ventilation (see clauses 2.9.14 – 2.9.16)
- » Not more than 10m travel distance inside protected lobby, or at least 2 escape routes [4], not more than 30m travel distance in protected corridor.



4.4 Initial conversion layouts: Test Fit

EX

EXISTING FORMER HOTEL

THIRD FLOOR

SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

BASEMENT FLOOR

SECTION 1

SECTION 2

SECTION 3

A

CONVERSION TO APARTMENTS
TRADITIONAL CORES
DUAL ASPECT / TOP LEVEL DUPLEXES (NO LIFTS ?)

THIRD FLOOR (Upper duplex)

SECOND FLOOR (Upper duplex)

FIRST FLOOR

GROUND FLOOR

BASEMENT FLOOR

TYPICAL STAIR CORE

LIFT 1

LIFT 2

LIFT 3

LIFT 4

LIFT 5

LIFT 6

LIFT 7

SECTION 1

SECTION 2

SECTION 3

B

CONVERSION TO APARTMENTS
DISPERSED CORES + INTERNAL LINEAR ACCESS (+LIFTS)
SINGLE ASPECT

THIRD FLOOR (DUAL ASPECT ROOF ATTIC)

SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

BASEMENT FLOOR

TYPICAL LIFT CORE

LIFT 1

LIFT 2

LIFT 3

LIFT 4

LIFT 5

LIFT 6

SECTION 1

SECTION 2

SECTION 3

C

CONVERSION TO HOTEL / SUITES
DISPERSED CORES + INTERNAL LINEAR ACCESS (+LIFTS)
SINGLE ASPECT

THIRD FLOOR (DUAL ASPECT ROOF ATTIC)

SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

BASEMENT FLOOR

SECTION 1

SECTION 2

SECTION 3



4.5 Review of Legislation and Drawings: Building Services

Utilities

- » Utility location survey report provided dated; 17/09/18. Services identified to be within the site/around the site boundary of the proposed site include
- » Scottish Water services
- » Cold water main running adjacent shown Drawing not fully legible.
- » Scotia Gas Networks infrastructure
- » Low pressure gas mains
- » Intermediate pressure gas mains
- » High pressure gas mains
- » BT buried and overhead telecom's infrastructure
- » SPEN infrastructure
- » HV Cables
- » LV Cables
- » No indication of any nearby substations

A desktop review of the above plans has been carried out. However, it is noted that the plans do not appear to show, in detail, any services which pass underneath or connect directly into the Ayr Station Hotel. It is anticipated that, once a preferred construction option has been selected, Atkins will carry out an in-depth utility search including liaisons with appropriate utility

company the and confirm any existing utility services that may impact construction proposals and that may re-routing which, This utility "search and report" activity will in addition, identify services from other any other utility suppliers not listed above (possibly more recent service such as cable TV, Internet etc.).

As the project develops, and the preferred solution is realised, anticipated demands for each utility service will be assessed and an available capacity analysis can be undertaken with the utility companies to understand if any upgrades are required to utility infrastructure along with respective costs.

To date, no drawings of mechanical or electrical building services installations within the building provide have been made available in either hard or electronic formats.

MEP Services

Given the age and condition of the building, and prior to an investigative survey, that all MEP services within the property suspected to be past their useful life and are considered non-operational/redundant.

Unless advised to the contrary, the assumption is that the mechanical and electrical services in their entirety will be stripped out and removed to scrap. All existing M&E plant fixtures and fittings would be offered to the client for retention prior to removal.

For new services, the intention would be to work with the architectural and structural team to design new MEP services suitably selected as appropriate to the architecture of the proposed future developments, whilst retaining as many of the existing passive design features on the remaining building e.g. natural daylighting and natural ventilation through open sections of façade. It is anticipated that the M&E solution will incorporate further modern-day energy efficient, low/zero carbon technologies such as air source heat pumps, photo-voltaic cells etc. Ability to incorporate passive and energy efficient strategies shall be assessed at the appropriate design stage and will be dependent on the proposed solutions identified during the options selection.

The following Surveys have been identified as a requirement at appropriate stages:

- » Ground Penetrating Radar Survey Stage 3. Will identify ant existing below ground services that may be affected by construction proposals
- » Capacity Study of existing utilities Stage 3 – Will identify the available capacities on existing utility services e.g. electrical power, gas, water and with an assessment of the proposed option(s) maximum demand requirements will allow any infrastructure upgrades to be identified
- » Acoustic survey of external environment
- » Asbestos survey



4.6 Site Visit

A non-intrusive site walk round was carried out on the 1st of June which was attended by Susan Goodfellow Atkins Architecture, Atkins Structures and SAC Building Standards. In general it was found that the condition of the structure viewed was as per the condition survey carried out by Mott MacDonald.

Access was provided from ground level to the full perimeter of the building including station side. The southern section of the building was wrapped in scaffolding and a protective casing, access was provided to the scaffolding to view the upper levels more closely including the roof.

Due to risk of collapse and the assumed presence of asbestos access internally was not provided.

Key observations during the visit are noted below.

Roof Structure: The condition of the roof structure to the southern section was generally as noted in the condition report with significant damage noted to the lower mansard at eaves level on the eastern side. On this elevation at some of the locations the timbers were completely rotted through and it is believed that the roof trusses are cantilevering across the internal walls.

Floor Structures: The floor structure could not be viewed.

External Walls: The external walls are generally as noted in the condition report and were reasonably dry in areas where they were viewed. It should be noted that at third floor level of the north eastern end of the southern block running water was audible. The external wall in this location was also saturated and it is believed that there is a significant water leak. It was confirmed by Ayr Building Control that all water has been shut off and that it is not known where the water is coming from.

Internal Cross Walls: The internal walls could not be viewed.

External Escape Stair: The external escape stair is generally as noted in the condition survey with damaged and stained stonework observed where the frame ties into the building.

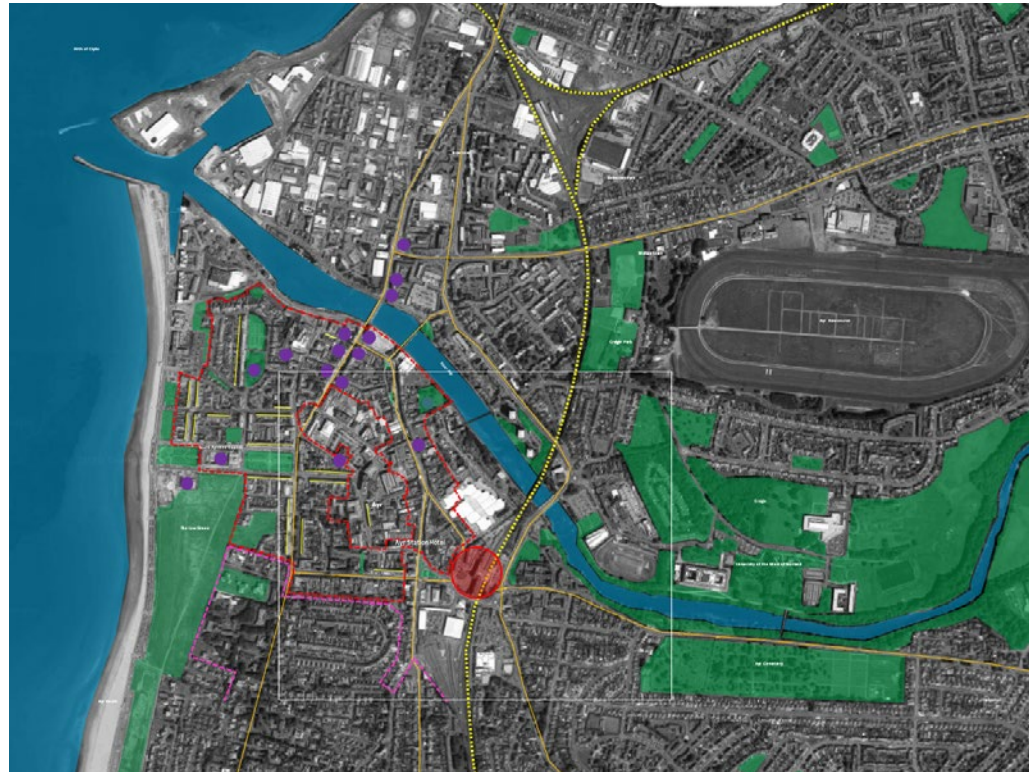
Flat Roof Extension: The two-storey flat roofed extension is generally as noted in the condition survey.

Concourse Enclosure: The concourse enclosure is generally as noted in the condition survey.

Stair and Lift Structures: The stair and lift structures could not be viewed.



4.7 Site Analysis / Macro scale



- Site Boundary
- River / Beach Front
- Public Green Space
- Railway Tracks
- Primary Roads
- - - Ayr Central Conservation Area
- - - Ayr 2 Conservation Area
- Principal Historic Buildings
- 18th / 19th Century Terraces

4.8 Site Analysis / Macro scale



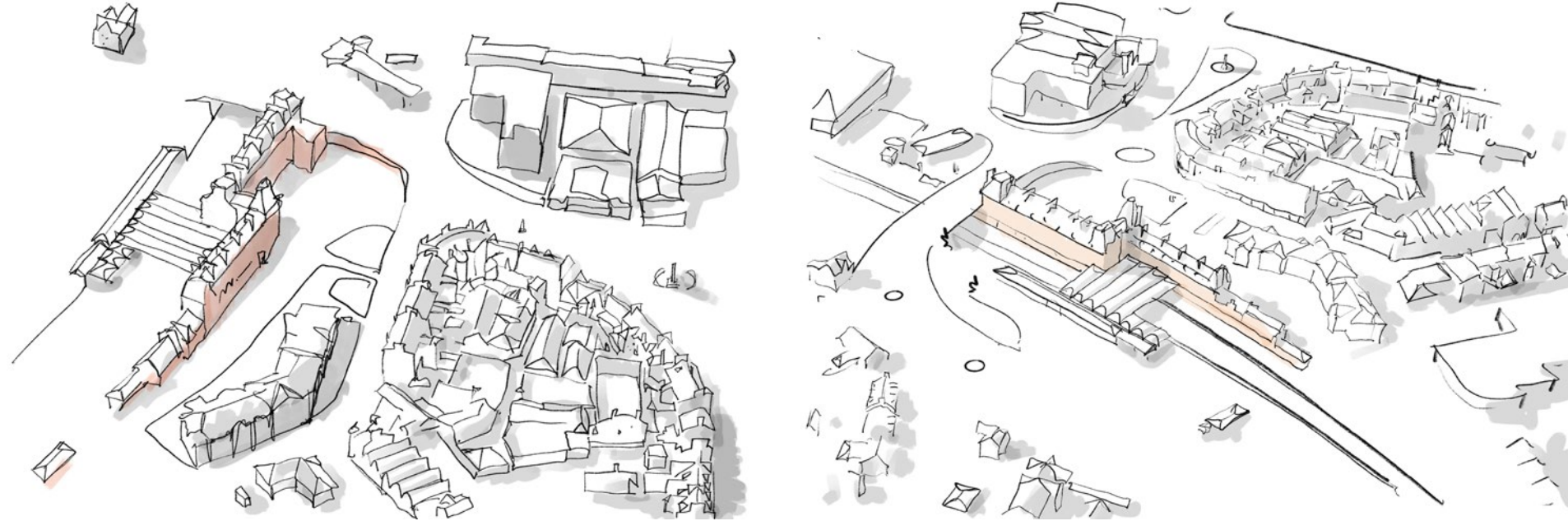
- Site Boundary
- Commercial Buildings
- Residential Buildings
- Public / Civic Buildings
- Object Buildings
- Public Green Space
- Public Hard Space
- Parking
- Railway Tracks
- Primary Roads
- Late 19th / Early 20th Century Corner Buildings

4.9 Site Analysis / Macro scale



- Site Boundary
- Hotel Building
- Station Building
- Adjacent Buildings
- Immediate Green Space
- Immediate Hard Space
- Railway Tracks
- Traffic Flow
- Pedestrian Routes

4.10 Analysis



Current condition

Analysis has been undertaken on the building in its current condition, location and context for three main perspectives:

- » Townscape perspective
- » Building perspective
- » Rail network perspective

4.11 Site Analysis / Location relationships

Old Ayr

- » Importance of High Street
- » Importance of crossings



High Street

- » P Way / carriageways
- » Old / New Historic / modern Ayr
- » 'Southern Gateway'

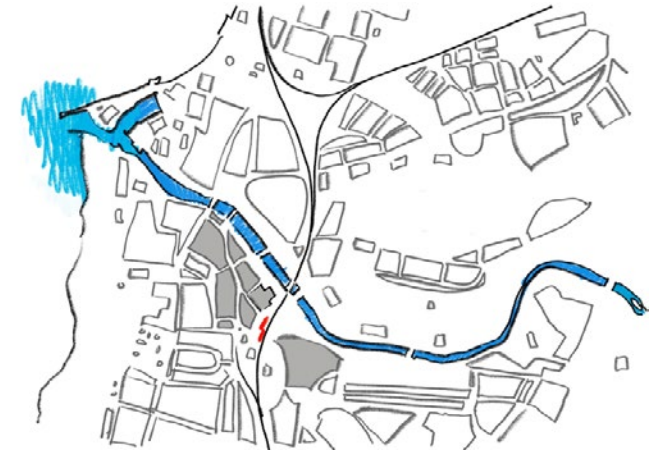
Station Hotel

- » Sited on border of old and new Ayr
- » Able to connect Ayr centre & outlying venues



Station Hotel

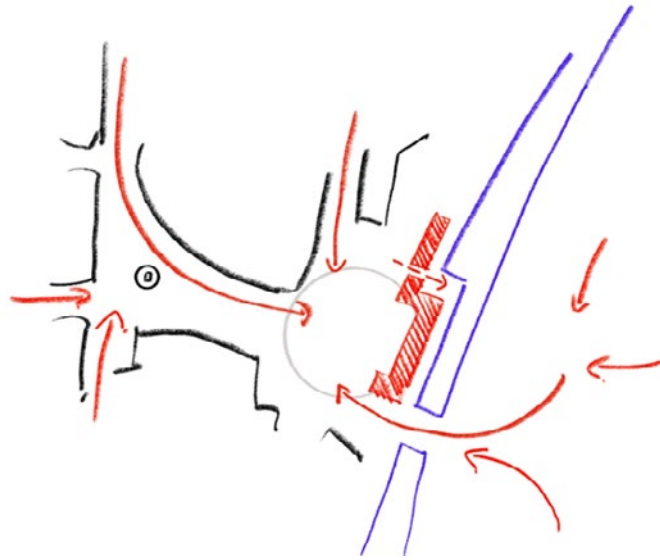
- » Sited on border of old and new Ayr
- » Able to connect Ayr centre & outlying venues



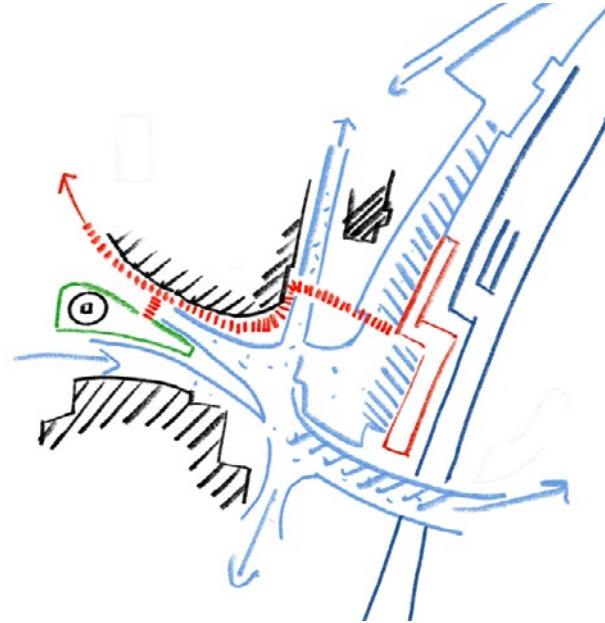
Potential to form a 'Southern Gateway'



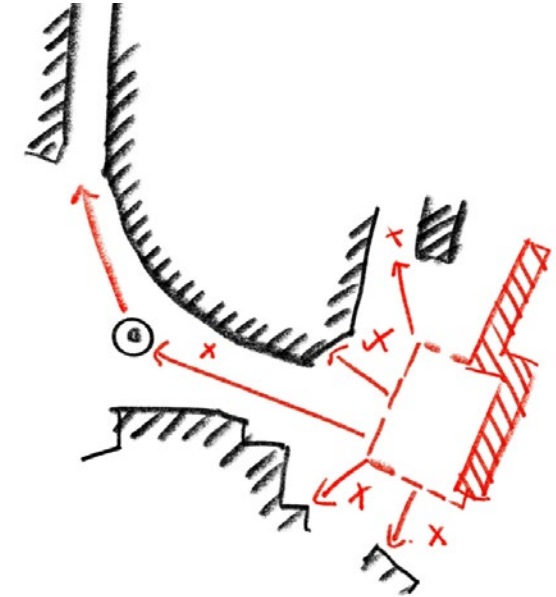
4.12 Site Analysis / Town perspective / Issues



- » Confluence of multiple routes / 'Town Square' potential
- » Significant Rail / vehicle routes / connectivity
- » Lacks active participatory public space

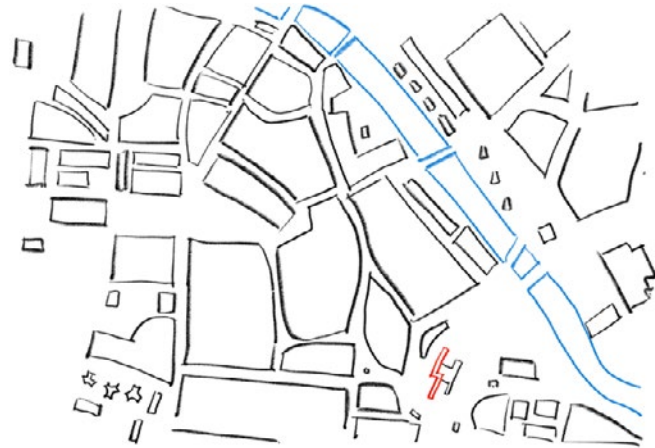


- » Roadways sterilise Hotel site from Town
- » Limited access to site on foot
- » Building annexed



- » Outward connections also difficult
- » Little connection to High Street / Burns Statue
- » Cars prioritised over walking routes

4.13 Site Analysis / Town Perspective / Potential

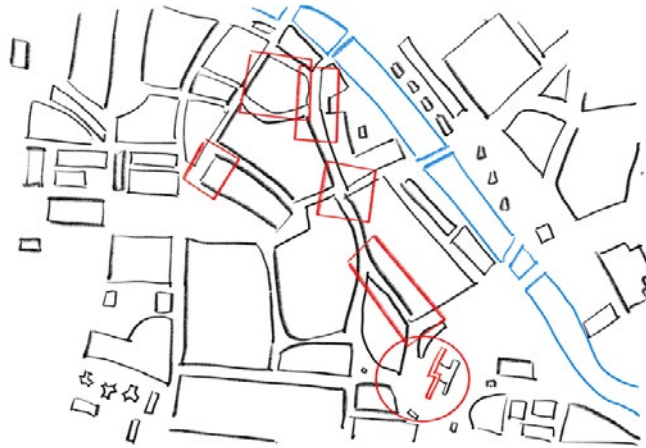


As Found

- » Location can be used to terminate High Street
- » And be an active space in itself

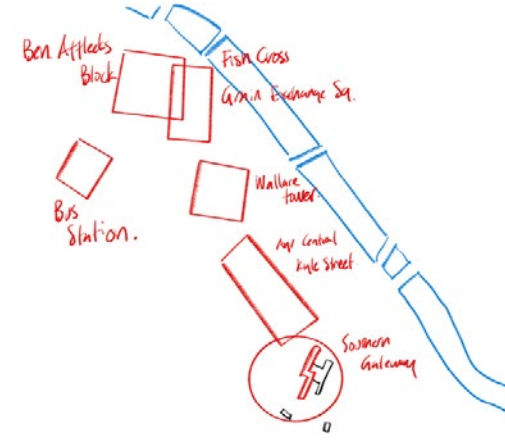
Southern Gateway

- » Links to Smith Street
- » Links to Kyle Street
- » As part of larger townscape initiatives



Improved termination to High Street

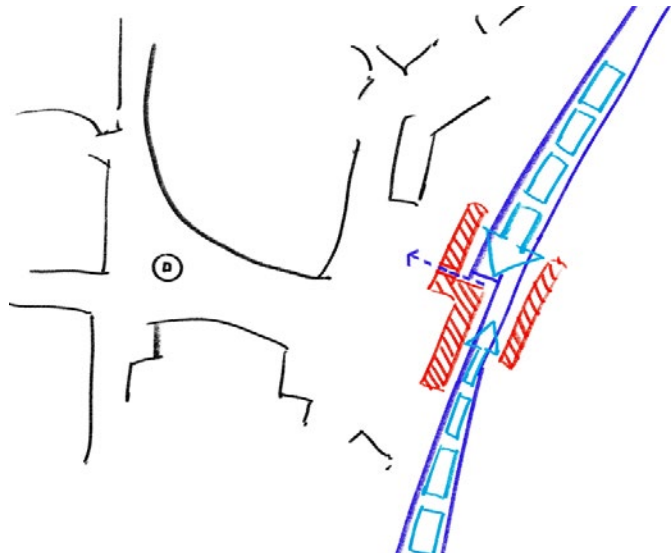
- » A southern Gateway can form part of a considered approach to other key spaces defining High Street



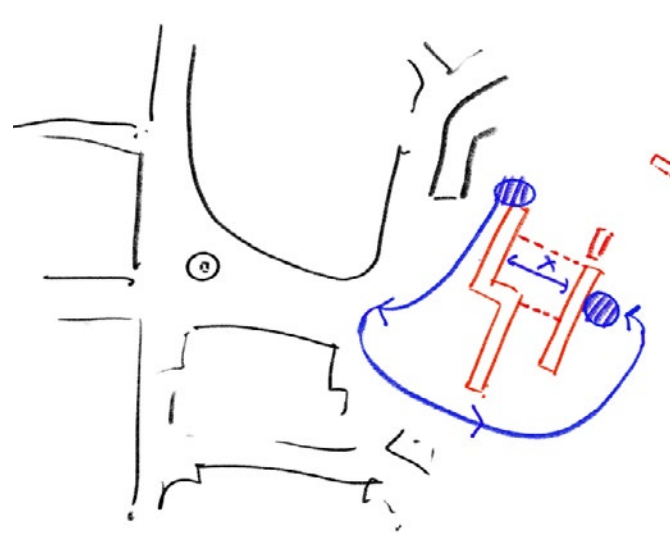
Improved public space

- » A vibrant Southern Gateway can be good for Townscape, community and the Rail Network

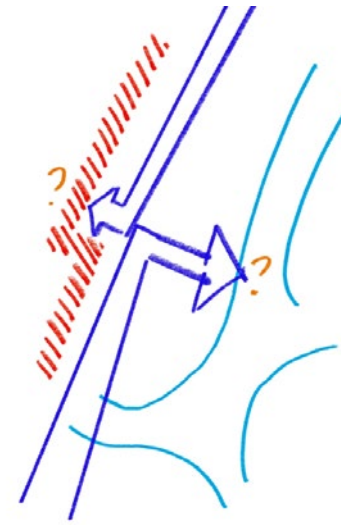
4.14 Site Analysis / Rail Network Perspective / Issues



- » Station Hotel provides minimal entry to station environment
- » Significant Rail / vehicle connectivity to the site is not reflected in the site's connectivity to the town

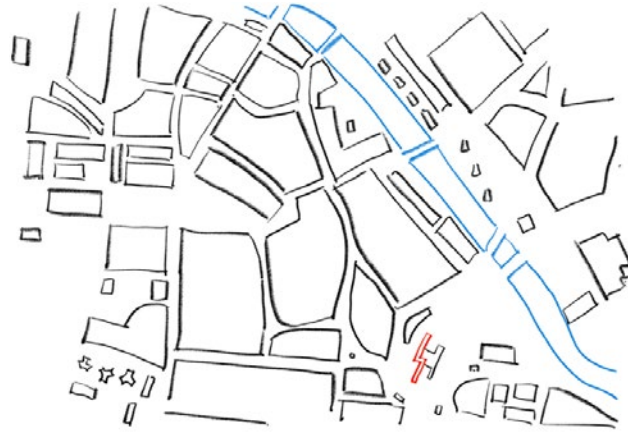


- » No Step free access on town side
- » Step free involves circuitous routes
- » Perception of a 'sub standard' rail environment



- » Issues with hierarchy of entrances
- » Smaller connectivity to high dense 'old' Ayr
- » Larger connectivity to low density 'new Ayr

4.15 Site Analysis / Transport Perspective / Potential

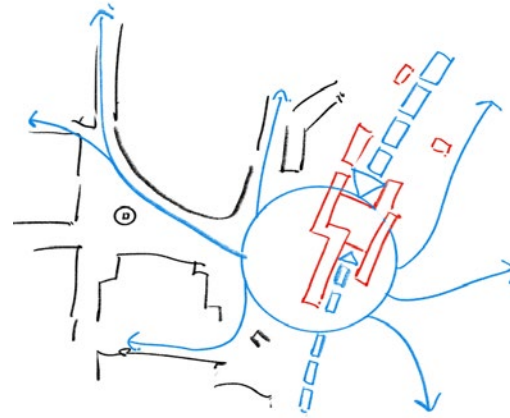


As Found

- » Potential for coordinated multi modal transport strategy
- » Unlocking community space, use and benefits within the site

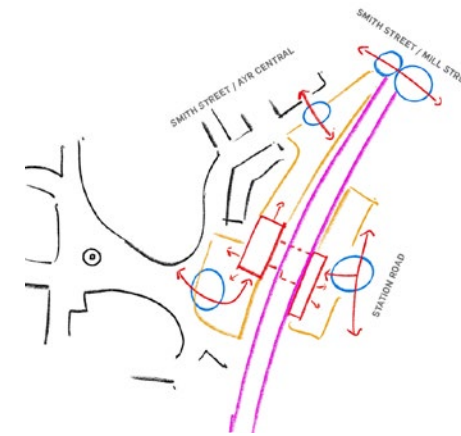
Southern Gateway Potential

- » Improved connectivity with Ayr Racecourse / Turnberry / Ayr Campus from a dedicated hub
- » Potential transformational shift in connectivity (without hotel building)
- » Combined approach to pedestrians/ buses / taxis / cycling / parking / train



Ayr events connectivity

- » Potential to contribute to 'Accessible Ayr' project with better connections to:
 - » Ayr Racecourse
 - » Turnberry
 - » Haven site
 - » UWS Campus



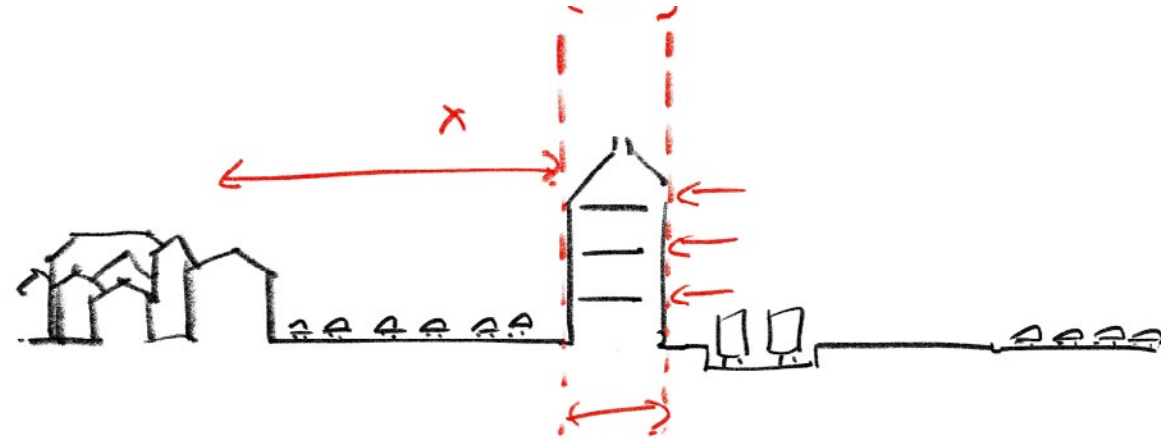
Transport hub

- » Potential to resolve problematic access and connections at a range of micro locations:
 - » Smith Street / Mill Street
 - » Smith Street at Ayr Central
 - » Station Road entrance

4.16 Development Analysis / Simple Representations

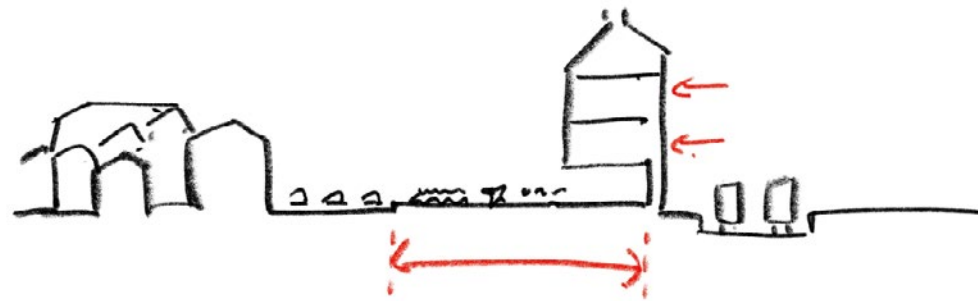
Station Hotel Building Current Situation

- » Disconnected from Town
- » Immediate Rail neighbour
- » Slim inhabited plot
- » Neither good for townscape or rail network



Good for Townscape / Heritage

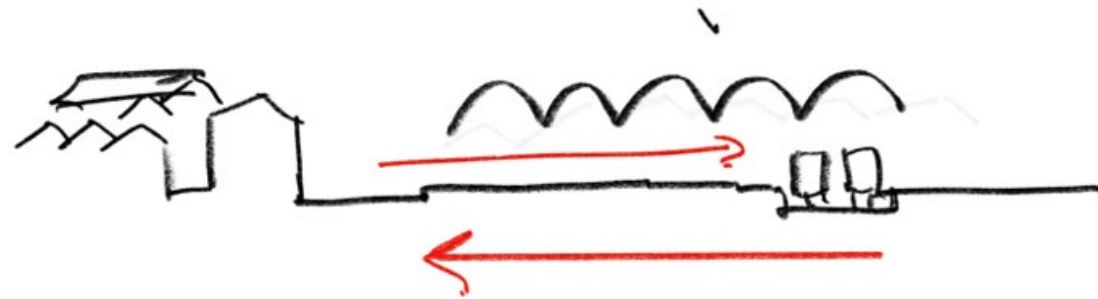
- » Converted upper levels
- » Public Use lower levels
- » Active Public Space between building & roads
- » Proximity to rail network unchanged
- » Quality of space influenced by rail environment



4.17 Development Analysis / Simple Representations

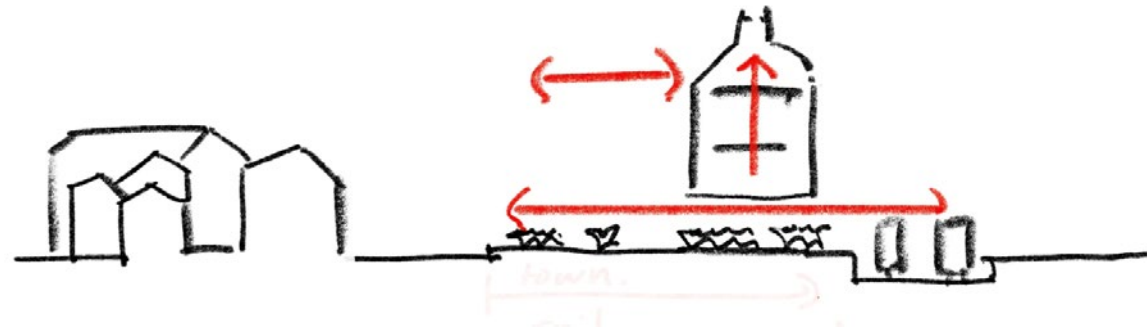
Good for Rail Network / Community

- » Building removed
- » Expanded connectivity to town
- » Expanded connectivity to Haven, Racecourse, Turnberry
- » Mixed use concourse / active public space
- » Heritage loss



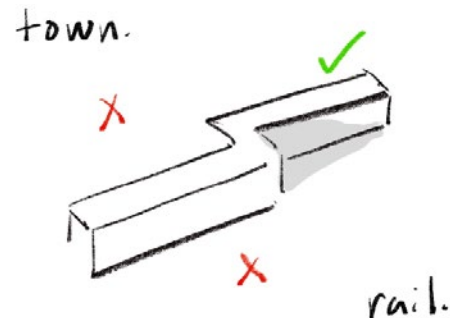
Good for Townscape & Rail Network

- » Converted upper levels
- » Public Use lower levels
- » Connecting station to town
- » Quality of conversion still influenced by rail environment

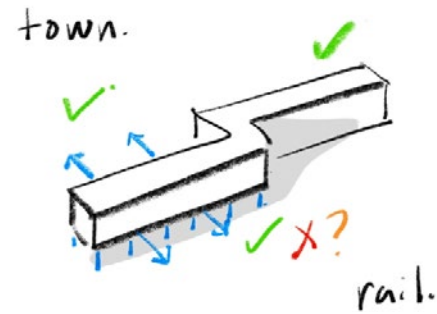


4.18 Development Analysis Development Variants

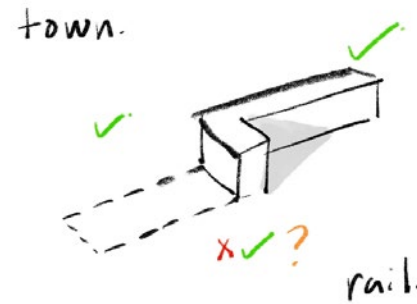
1. Internal only



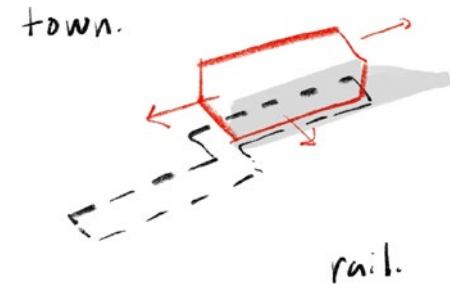
2. Partial formal modification



3. Significant formal modification / reduction



4. Demolition & significant new element



Development variants can be described in four main types

- » 1 (Internal development only)
- » 2 (Removal / Clearing of strategic components of the building)
- » 3 (Removal of significant elements / redevelopment of remains)
- » 4 (Complete removal to allow other strategic development)



5.0

STAKEHOLDERS

5.0 Stakeholders

5.1 Primary Stakeholders

The primary stakeholders for the project are all represented within the assembled Strategic Governance Group Steering Group.

- » Building Owner Mr Ung - not willing to engage
- » Historic and Environment Scotland
- » South Ayrshire Council : Strategic Governance Group Chair
- » Transport Scotland
- » Network Rail
- » Scotrail/ Abellio

These key stakeholders all have a direct and immediate interest in the project either as being directly affected operationally, as adjacent neighbours or bearing financial responsibility for the protection of the public from the dangerous building. HES role is primarily as a consultee.



5.2 Consultation

Stage 0 Strategic Briefing

All consultations in developing the Strategic Brief have been with the primary Stakeholders to set the parameters of investigation and Option Identification.

An engagement plan will be set at Stage 1 – Optioneering – to engage with the wider secondary stakeholder group.

5.3 Key Stakeholders

There are other community based stakeholders. The interest is more diverse for these groups but they will generally be unified in terms of being affected by the physical and visual restrictions which the current building condition effects.

- » Station users, commuters – inconvenienced by temporary ticketing, accessibility issues, toilet closures and general restrictions
- » Dumfries & Galloway Council
- » Local business community – affected by restrictions on station capacity for large scale events, blighted appearance of station, restrictions on access for taxi and buses

- » Community Action Groups – there is a dedicated action group who have devoted a great deal of effort into highlighting the issues with the building and vocalising their dissatisfaction with the current status
- » Conservation Groups – increasing interest in the heritage aspects of the building and its future
- » Wider Community – the building is a prominent landmark which has a blighted appearance in a prominent gateway to the town. It is generally well regarded and press reports and local interest show that this building is held in very high regard locally. This includes the people of Ayr and the wider community for this part of the country impacted by rail service disruption



6.0

BASIS OF STUDY



6.0 Basis of Study

6.1 Existing Information

There is a range of existing information that was reviewed at the outset of the project as passed to the team by the Strategic Governance Group Steering Group.

- » Ayr Station Hotel Strategic Governance Group – Terms of Reference
- » Former Ayr Station Hotel Structural Condition Report, October 2019 by Mott MacDonald
- » South Ayrshire Council Adopted Local Development Plan 2014
- » South Ayrshire Council Proposed Local Development Plan 2
- » Town Centre and Retail Local Development Plan 2017
- » Transport Scotland Policy - Collated information to assist the discussion on the long term plans in the area adjacent to Ayr Station Hotel
- » Scottish Government Programme for Government the commitment to enhancing rail services in south west Scotland
- » South West Scotland Transport Study
- » Network Rail Route Study 2016
- » Ayr Renaissance masterplan document 2017

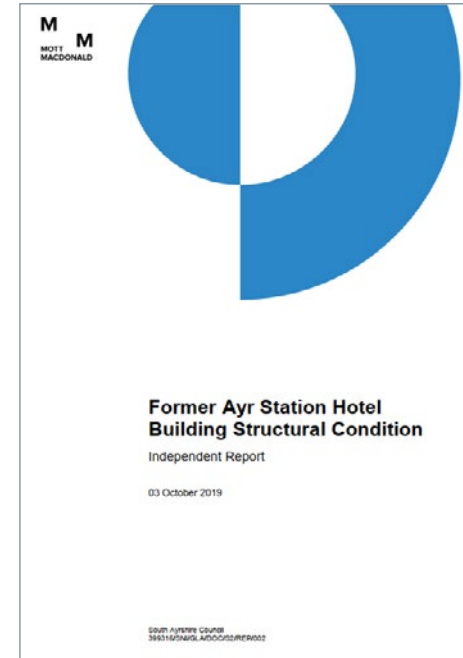
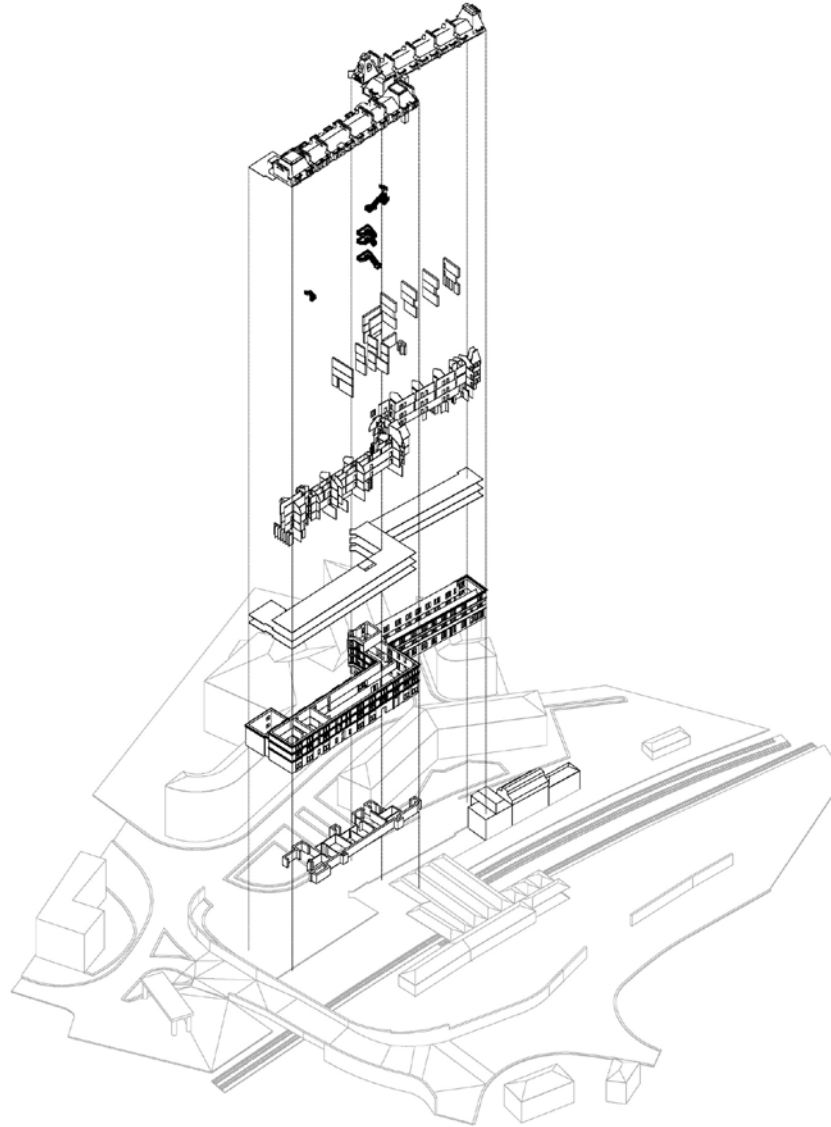


6.2 Structural Report

This is a recently commissioned and detailed structural and condition report which is also the basis for regular monitoring of the building structural condition.

The report should be referenced for further detail on the exclusions around the inspection, which were severely constrained due to the dangerous condition of the building.

This report has been reviewed and checked against a site visit.





6.3 Existing Information : Record Drawings

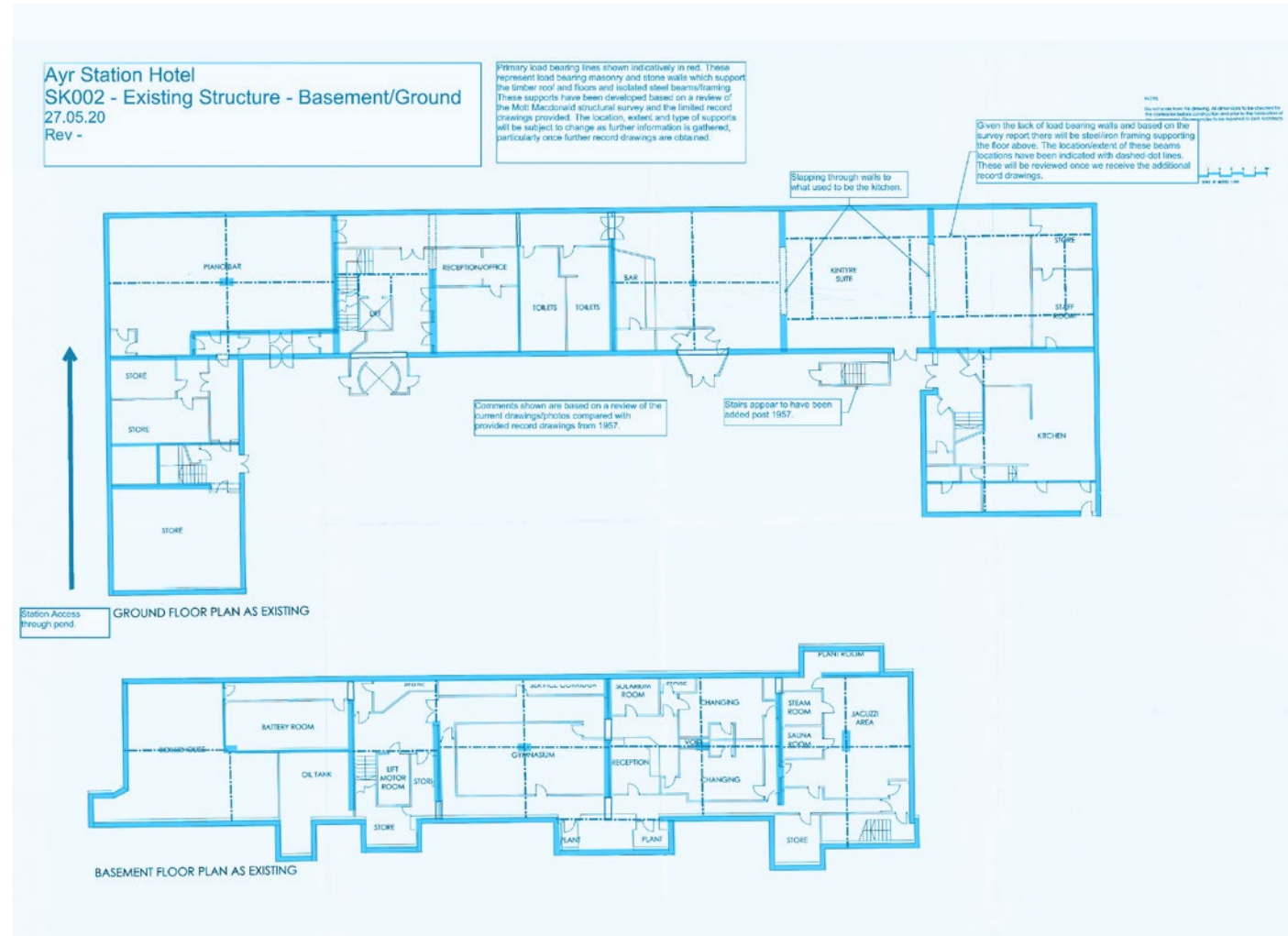
There are historic paper drawings which the Design Team have limited access to (due to Covid-19) restrictions. There are no CAD plan or measured survey drawings. The team have reviewed all of the available information and have

- » Developed a 3D model based on existing drawings and extracted CAD plans as a basis for developing proposals



////

The Structural Engineer has reviewed all of the available information - historic drawings, structural report, site visit - and has carried out a structural review to establish the main lines of supporting structure to understand the constraints.



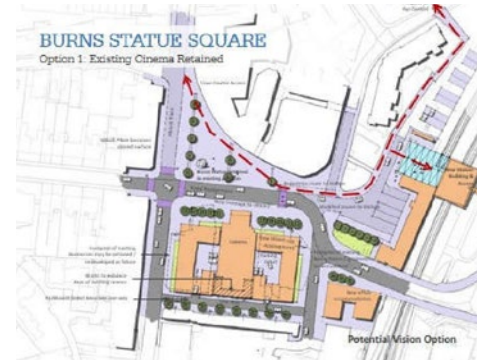


6.4 Existing Information: Ayr Renaissance Town Centre Study

The Study was a Vision Statement for regeneration of the wider Town Centre . This is very high level and gives a context to the placemaking challenges and vision around the Town.

The vision proposed for the Station Hotel is for significant alteration to the building with radical urban change in the immediate area. The focus is on forming an integrated travel hub with a new station.

The Study incorporates feedback from the stakeholder engagement sessions. This document is for background information only as the group no longer exists but it sets the scale of change that has been socialised in the wider community.





7.0

PROJECT REQUIREMENTS



7.0 Project Requirements

7.1 Project Drivers

- » Public Safety
- » Unencumbered rail operations – no impact on operational rail services
- » Station Operations to be restored
- » Sustainable long term use for the building
- » Landmark building at Gateway location
- » Improved Accessibility
- » Community enhancement
- » Potential for Regeneration
- » Identifying Credible use and Funding Streams for the longterm



8.0

PROJECT SCOPE & BRIEF

8.0 Project Scope & Brief

8.1 Core Brief

This project is therefore to complete an initial options appraisal study to determine the economic viability and sustainability of the building.

Initial identification and review of long-list of potential options for future use of the building and associated 'market/investment' viability. A conclusion and recommendation shall be provided..'

Detailed evaluation of identified viable/preferred options for use of the building. A conclusion and recommendation shall be provided.'

Extract from Client Brief

Initial Options and Market Assessment

The work will include an initial review of potential uses, capital investment requirements and the viability of restoration/conversion, re-instatement and demolition of the existing building, including:

- » Assess the stand still reinstatement position
- » Assess the cost of refurbishment (in addition to the point above) and future general upkeep costs
- » Explore complimentary uses and associated adaption/conversion costs and return on investment potential
- » Consider basic financial viability/market (investment, grants, other support) of redevelopment (re-instate/conversion/demolish)

Future use of the building

Incorporating the outputs of the preceding study, this work will identify development opportunities for the site.

Core considerations:

Functionality – What could the building be used for in terms of commercial, community, public uses etc.

Market Demand – Local, Regional & National opportunities including current commercial market assessment, stakeholder needs, regeneration potential, conservation & historic environment.

Adaptability – Potential/existing limitations of existing footprint/space.

Deliverability - Assessment of opportunities and potential investment profile.

Sustainability – Basic profile of future income/operational model for use of building.

8.2 Output : Options Appraisal Report/ Business case

Prepare a business case which will take an evidence based approach to finding the most appropriate option for use of the building and surrounding area.

The Options Appraisal Report / Business Case shall consider:

- » Full restoration and any associated operational costs
- » Market demand for the building or an alternative building
- » Part or full demolition
- » Ownership
- » Continued safe railway operations, including station and depot facilities
- » Potential for a travel hub, recognising the need for a resilient and fully operational station at all times
- » Implications on wider planning aspirations
- » Local community needs

The business case will be delivered in line with HES guidance for Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings, April 2019 and HEPS Managing Change in the Historic Environment: Demolition of Listed Buildings, April 2019.

All options shall comply with local and national planning policy and guidance as established with South Ayrshire Council.

It is important that the business case takes on a creative outlook and explores all viable options for the building.

The business case development will require collation of input from multiple agencies including: South Ayrshire Council, Network Rail, Transport Scotland, ScotRail, Historic Environment Scotland and Dumfries and Galloway Council.

The outcome of the business case will be a thoroughly evidenced range of options which will assist in deciding the future of the building.

- » Long Long List High level review
- » Long List taken to costing stage
- » Long List evaluated and reduced to 2-3 options for development
- » Business Case on 1-2 options

9.0

PROJECT RISKS





9.0 Project Risks

This is a high level Project Risk List – this will be developed in greater detail at the next stage. There will be other more detailed risks that will be added as the project develops.

ITEM	RISK	IMPACT	MITIGATION	RISK LEVEL
COVID-19	This is an extraordinary and overarching risk to all aspects of the project.	This immediately affects all aspects of early engagement, site access and communication. This may also have an impact on the long term uses identified for the building as evolving markets may impinge on viability and demand.	Alternative communication methods have been established to cover early information gathering, briefing and consultation. The optioneering study will have to adapt and be contingent on certain assumptions around an evolving market.	
1	Building Condition Building condition continues to deteriorate.	Could become structurally unstable, unsafe. Safety of building has potentially significant impact on rail operations as well as future use and value of the building.	Close monitoring of building included within the encapsulation and monitoring contract.	
2	Building Ownership The building is not fully owned by any of the Task Force team.	The owner (of the major portion of the building) may not cooperate with the Task Force and the Business Case will not be able to be converted into the next stage.	CPO process to be commenced asap.	
3	Brief + Scope The Brief does not meet the project requirements and is too limited in scope.	If the scope is too narrow there may be missed opportunity to identify valid options, funding sources and key connections to wider area and policies.	Extensive early engagement at Stage 0 to gather all the project requirements and confirm and agree project scope.	
4	Option Selection The option longlist does not cover all options.	The study will not be as robust as it should be and key options for the study might be overlooked. The study could be challenged and would not be a sound basis for going forward. Further work may be required.	Longlist to be developed with full Task Force input as well as a wide project team to ensure all possible options are tabled. Agreed selection criteria to sift the options taken forward for detailed study.	
5	Business Case The Business Case does not find an agreed solution(s) to take forward. The Business Case format and content is not suitable for the next stage. The building is owned by a private individual not engaged in the process.	The development costs can be established at a high level but the economic benefits which mitigate and offset the costs are more challenging to establish. The Business Case options may not find a suitably detailed proposal to take forward to the next stage. CPO action should commence in tandem with the Business Case.	The evaluation criteria should be agreed by the Strategic Governance Group in advance of option development to ensure there is a robust evaluation that can be recommended. The Business Case format and content to be agreed at the outset and subject to mid stage review to ensure it is fit for purpose.	



	ITEM	RISK	IMPACT	MITIGATION	RISK LEVEL
6	Costs	The costs are not robust enough to take to the next stage.	The Design stage is very high level and costs will be commensurately broad brush.	The costs will be checked and benchmarked against market data with margin of variation/error indicated. Contingency to be of appropriate level to design maturity.	
7	Funding	There is no suitable funding available to take forward any of the Business Case proposals.	The project stalls and the status quo remains. The status quo has a large cost burden to the Strategic Governance Group.	Project team to identify market demand and associated potential funding streams.	
8	Public Support	Public support is coordinated to undermine the conclusion of the Business Case.	Objections could be coordinated to undermine confidence and support in taking the solution associated with the Business Case forward.	Comms plan and engagement plan for representative stakeholder groups to be consulted at an agreed level.	



10.0

COSTS

10.0 Costs

SUMMARY OF OPTIONS		CAPITAL EXPENDITURE	INCOME/VALUE		ADDITIONAL COST ALLOWANCE		PROGRAMME BASIS	
REF.	OPTION NAME	TOTAL	TOTAL	NOTES	TOTAL	NOTES	PROGRAMME START	PROGRAMME END
1	Validate Stabilisation Costings	£10,998,600.00	TBC	TBC	TBC	TBC	TBC	TBC
2	Do Nothing	£51,396,000.00	TBC	TBC	TBC	TBC	TBC	TBC

Notes:

- » All costs exclude VAT
- » Finance Costs are excluded
- » Where we have sought validate the current costs the same assumptions and exclusion apply from the original costing report
- » No allowance for internal staff costs allowed for
- » All construction/demolition costs assume competitive tender utilised to obtain best value
- » Any works to be undertaken under single phase
- » No "other" development costs have been included (i.e. additional surveys, statutory fees, legal fees, planning contributions, etc.)
- » A general inflation allowance of 3.3% has been made on the "Do Nothing" Option which assumes a 30 year period of ongoing costs plus a final demolition cost
- » No Net Present Value has been undertaken in the "Do Nothing" Option - this is to be discussed and agreed
- » Demolition costs based on current benchmark projects - to be confirmed if Market Testing can be undertaken to obtain greater clarity on allowance.
- » Refer to each option breakdown for other notes on assumptions/exclusions

Validate Stabilisation Costings

Date : 24th June 2020

Rev : –

DEVELOPMENT BUDGET				
	PREVIOUS ALLOWANCE	PROPOSED CURRENT ALLOWANCE	DIFFERENCE	COMMENT
BUILDING WORKS ESTIMATE	£ 7,242,980.00	£ 7,970,000.00	£ 727,020.00	Overall optimism bias in rates used accounted for in addition to allowances for inflation since the costing undertaken.
INFLATION	Excluded	Included from Base Date to current Date/Excluded Until Programme Agreed	£ -	Inflation was excluded in original costings. Inflation since costing undertaken included above but excluded beyond current date.
DESIGN TEAM FEES	£ 1,086,447.00	£ 1,195,500.00	£ 109,053.00	15% Allowance to cover fees
OTHER DEVELOPMENT	Excluded	Excluded	£ -	Basis to be agreed with the client
RISKS	£ 1,665,885.40	£ 1,833,100.00	£ 167,214.60	20% Allowance to cover risks due to current stage of project
TOTAL	£ 9,995,312.40	£ 10,998,600.00	£ 1,003,287.60	

Notes:

- » All costs exclude VAT
- » Finance Costs are excluded
- » The same exclusions and assumptions that inform the original costings are retained as the same findings are utilised to inform the costs
- » No allowance for internal staff costs allowed for
- » All construction/demolition costs assume competitive tender utilised to obtain best value
- » Any works to be undertaken under single phase
- » No “other” development costs have been included (i.e. additional surveys, statutory fees, legal fees, planning contributions, etc.)

Do Nothing
Date : October 2020
Rev : –

DEVELOPMENT BUDGET			
	CURRENT COST	CAPITAL ALLOWANCE	COMMENT
Allowance for Ongoing Maintenance for 30 years	£ 52,000 / month	£ 31,180,00.00	Allowance of 3.3% average inflation over the full 30 years. No NPV calculation undertaken.
Monitoring Allowance	TBC	£ 1,200,000.00	Allowance of £2,000 per month for 30 years plus 3.3% average inflation - subject to agreement for basis etc.
Disruption Allowance	TBC	£ 6,000,000.00	Allowance of £10,000 per month for 30 years plus 3.3% average inflation - subject to agreement for basis etc.
Demolition Costs	N/A	£ 4,450,000.00	Allowance based on benchmark data
Risk Allowance	N/A	£ 8,566,000.00	20% Optimism Bias Allowance
TOTAL	£ -	£ 51,396,000.000	

'Do Nothing' is a term used to describe the retention of the status quo whereby the building continues to be protected to the current standard, has monitoring commitments, continues to deteriorate and this eventually accelerates to a final result of dereliction. The dereliction would therefore require demolition to meet public safety standards – this is assumed to be a period of 30 years for the basis of this costing exercise.

Notes:

- » All costs exclude VAT
- » Finance Costs are excluded
- » Current maintenance costs are confirmed as £52k per month
- » Ongoing maintenance costs allow for 30 year period and 3.3% average inflation in maintenance costs
- » Full breakdown of maintenance costs awaited to inform sufficient allowance for future years etc.

- » Monitoring allowance of £2k per month allowed - basis to be agreed however assumed average rate based on mixture of automatic and manual monitoring
- » Disruption allowance of £10k per month allowed - basis to be agreed however assumed average rate based on 15 year duration including inflation allowance to cover temporary works, disruption costs, etc.
- » No allowance for internal staff costs allowed for
- » All construction/demolition costs assume competitive tender utilised to obtain best value
- » Any works to be undertaken under single phase
- » No "other" development costs have been included (i.e. additional surveys, statutory fees, legal fees, planning contributions, etc.)
- » A general inflation allowance of 3.3% has been made on the "Do Nothing" Option which assumes a 30 year period of ongoing costs plus a final demolition cost
- » No Net Present Value has been undertaken in the "Do Nothing" Option - this is to be discussed and agreed
- » Demolition costs based on current benchmark projects - to be confirmed if Market Testing can be undertaken to obtain greater clarity on allowances



11.0

PUBLIC CONSULTATION



11.0 Public Consultation

11.1 Consultation Purpose

The Station Hotel Building is a building of historic significant and prominence in Ayr and has been for over 100 years. The significance is not only physical in terms of the prominent location at the town station, but also in the social history of the town.

The Station Hotel Building is located at a 'Gateway' point to the town of Ayr and the current derelict state conveys an undesirable impression of the town on arrival and exit. The derelict condition of the building has a significant impact in terms of risk to public safety and rail operations, incurring ongoing costs until a future is resolved for the building.

This survey has been undertaken to directly engage with the public of Ayr to understand the range of views on what they would like to see happen with the building and locale and what use(s) they felt would bring value to the town. There is a high degree of public interest and opinion about the future of the Station Hotel Building and the intention of this survey is to capture this in an open forum with open questions. The key intention of the survey is to ensure that this study is comprehensive in identifying all potential options for development and no ideas are missed in this study.

11.2 Consultation Process: Engagement with Public

11.2.1.

As part of the feasibility study it is considered of great importance that the people of Ayr are involved in identifying their ideas and hopes for the future of the building. SAC have a page on the Council website devoted to the Ayr Station Hotel and have been transparent in their regular updates on the condition of the hotel. This has hosted the Structural Condition Report dated October 2019 and has a Q+A section for public questions.

11.2.2

A public consultation was carried out via the SAC website running for 3 weeks from 24th August to 14th September 2020. There is a very active Station Hotel Community Action Group which is a local group with a clear enthusiasm to secure a restoration of the building and the chairperson has been directly engaged by the Council to ensure that the membership of that Group were also fully included in the consultation.

11.2.3

This consultation took the form of 3 open questions to solicit as free and open a response from the public as possible. This reflects the feasibility remit which is to look at all potential options with nothing discounted or promoted in advance of the investigation process.

11.2.4

The consultation was all hosted on line due to covid restrictions.

11.2.5

This Report is an analysis of the responses received. The 3 questions were posed to capture the following:

Q1 – Aspirations

Q2 – Themes for development

Q3 – any concerns or other matters

In the following analysis of responses, the categorisation of responses is noted and a selection of representative responses are also included to illustrate the feedback.

11.3 Consultation Response

A high level of responses were received, and the input was wide ranging and thoughtful. Across the responses to the 3 questions posed is a pattern of ideas, preferences and concerns.

Preference for building and site future

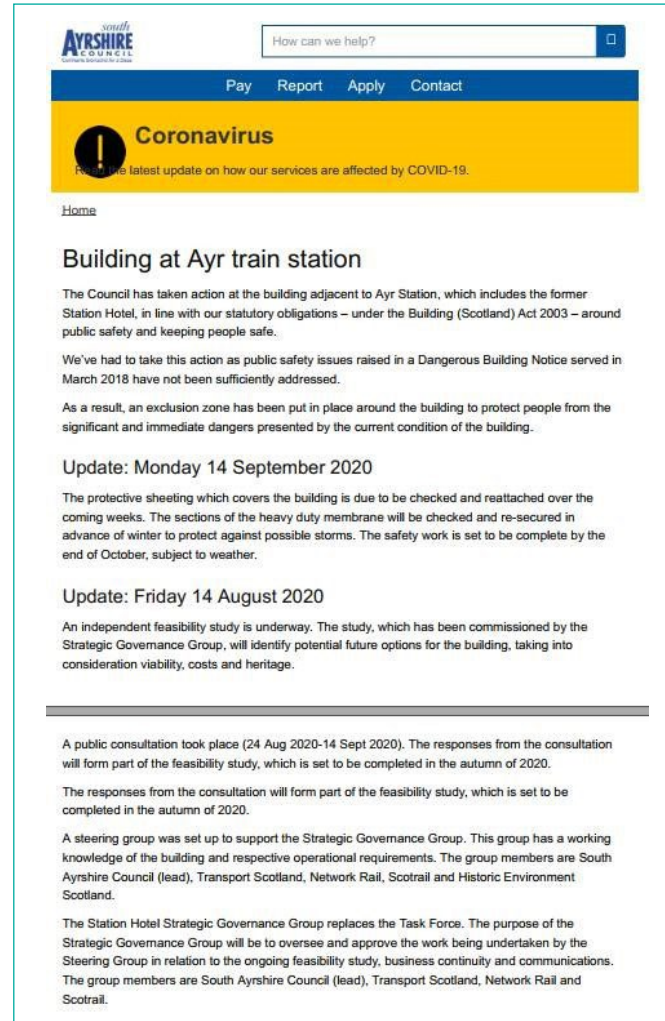
The themes for the site and building use are expanded upon in the following sections but a consistent preference emerged across a majority of responses which included a desire to improve, expand or renew the station facilities, with the largest emerging preference for a transportation hub.

There was an equally expressed range of opinions in support of building retention or demolition to allow for the future use

Concerns

Across the responses to all questions a range of concerns were consistently expressed and the foremost of these are

- » Frustration at the timescales in finding a resolution to the current situation and a strong desire to see a swift resolution.
- » Concern about the Cost of any work
- » Understanding the complex situation of ownership
- » The wider issue of Ayr town centre condition



11.4 Consultation Analysis

Q1 How would you like to see the hotel building and site redeveloped

Purpose of Question: This was an open question with as little leading information as possible to ensure that respondents were not inhibited in putting forward their views. The responses were generally high level and related in large part to the following categories

Responses Received: 1230

Responses skipped: 5

Total with expressed preferences: 1179

Responses: The question was posed with no expectation of response content. The responses received generally expressed thoughtful responses. The range of responses was wide ranging and covered a great number of ideas about the future of the Station Hotel Building and the immediate site. The responses are narrative in format, and descriptive around the ideas expressed. The pattern of opinion landed fairly equally across retaining or demolishing the building and the following analysis organises the responses around the prevailing headlines. The headlines are representative of a large number of responses.

Retain the hotel....

'I would like to see the former Station Hotel brought back to life. In the right hands this could be a success, though with fewer rooms than previously. The empty section of the former hotel nearest to the former station offices could be used for a decent waiting room and cafeteria. A ticket office should also be restored on the premises.'

Retain the building and improve the station facilities....

'Renovated and restored as much as possible. Similar to Glasgow Central with the hotel inside too / champagne bar is an attraction too'

Retain the hotel and develop as a transport hub....

'Hotel building retained and used as centre of the site, redeveloped as first class transport hub incorporating rail, bus, road and cycle. The adjacent' past its sell by date 'Burns House could be incorporated for car parks and administrative offices. The top floors could be used as Hotel.'

'I think the building should be kept but redeveloped to a useful space. Like a transport hub.'

Retain building for a new use....

'By completely refurbishing the present building splitting the accommodation into various different facilities. Student accommodation, small offices for lease on the upper floors, and a decent waiting room, booking office and travel centre and shops for the train travelling public on the ground floor.'

Retain and use for housing and mixed use....

'Redevelop the hotel as private residences. Ideal for commuters, students and young professionals. Including shopping, bars and restaurants, also some community art spaces will make this building an attractive hub. Close to the wider town centre and travel links.'

Retain for improved station and related mixed use....

'It's a beautiful build so keep the main features. Redesign it eg like Glasgow Central with space for shops, coffee areas, book shops etc.'

'New train station facilities for railway staff. A cafe and some shops'

'In view of the current pandemic and people working from home, provide small spaces for hot desks, offices.'

Retain and use as Council Offices....

'Beautiful building and station buildings retained and developed into council offices.'

Demolish the building and improve or renew the station

'Pull down the building and replace it with a railway station which is fit for the 21st century. An associated hotel is unnecessary.'

'Bulldoze the entire site and build a large modern train station on this site.'

'The hotel building needs to be demolished to accommodate a modern transport hub.'

'Knock down the hotel entirely & build a brand new, modern purpose built train station with suitable facilities for those folk wheelchair-bound and/or with mobility problems & up to date food/drink catering facilities n have a taxi rank area fit for purpose!'

'New train station and a new development with mixed commercial and domestic lots (domestic lots to be council owned and given to the homeless). Some green space too ideally.'

'The hotel building should be demolished, it has been in a state of disrepair and dilapidation for a significant number of years, jeopardising the building long term integrity and severely impacting upon the operation of the railway line, railway station and surrounding road network. No doubt there will be calls to re-build and preserve the building however these are nothing, but fanciful idea perpetuated by individuals and organisations'

Partial demolition of the building and partial refurbishment

'Retain the historic building envelope, create larger better station facilities in the ground floor, offices for ScotRail staff and training facilities, upper floors can be affordable housing / holiday lets.'

'The best of the hotel refurbished/ reconstructed - the main reception and function suite. The rest demolished with possible suitable extension into that space from the main building.'

'I feel the best thing to do would be to remodel and restore the exterior/structure and convert the internals into modern office space on upper floors and convert the ground floor into a modern train station terminus. Working with ScotRail to do this if possible would allow cost savings and enhance the area while offering'

'Save the outer facade and develop internals with private apartments shops and free parking station.'

Further Analysis Summary

In general the preference for demolition was overwhelmingly associated with a preference to see the station facilities improved and a strongly stated preference for a multi mode transport hub. Many respondents expressed great frustration at the level of dilapidation as a very poor impression of the town.

In general, the stated preference for retention of the building was accompanied by a range of reasons – some of these included nostalgia for the history of the site, appreciation of the heritage aspects and the architectural contribution to the town. Most of the response expressed a pragmatic approach to finding new uses for the building and relatively few expressed a desire for retention and reinstatement of the interior – the focus was largely on the external qualities of the building.



Q2. What Use(s) would enhance the site and wider area.

Purpose of Question: This is an open question to fully understand what the town residents believe would make the area more vibrant and identify preference and demand for specific functions.

The majority of respondents expressed a use but there were a number of responses who made other statements about the town, the council and a range of other topics without specifically stating a preference. Of the number that did state a preference for

Responses Received: 1121
Responses skipped: 114
Total with stated uses: 1031

Transport Hub

29% of respondents who expressed a preference did so for a Transport Hub on the site. This was a term, along with Travel Hub, expressly used by many respondents. This was generally expressed as a response to Q2 as to what would enhance this area of the town. Responses in this category all looked to an integration of buses, taxis, trains and car parking to support public transport. Many expanded the response by stating that this would be of benefit to the economy of the town.

'Would be better as a new modern transport hub trains buses shopping etc. Bring back people to Ayr.'

'A modern transport hub for the train station, taxi rank contained within this site this would reduce congestion on smith street and surrounding areas, maybe a bus terminus also which would again relieve congestion from the current bus stops at the top of the town.'

'A travel hub with the bus station rail station taxi ranks could be combined on the site complete with a local tourist office. This would clear all the taxis from smith street and bus stops on burns statue square allowing a clear passageway for traffic'

'A new transport hub to include a bus station'

'An integrated travel hub could include shops and cafes to increase income for Ayr.'

Alongside responses for Q1, this either implicitly or explicitly is aligned with demolition and site clearance to facilitate this use.

'Why not demolish it along with the eyesore that is Burns house and the Odeon cinema and have a proper transport hub in that area with trains and buses connected.'

'Demolition of the station hotel and the are being turned into a travel hub, train station and bus station together in the 1 area.'

Mixed Use

19% of respondents who expressed a preference stated a range of uses. This covers all responses where a range of uses were expressed. Of these responses, a large majority expanded by stating that a range of uses was desirable to make the area vibrant and meet a range of needs. The themes of use were wide varied.

'Mixed use office and commercial with suitable parking and possibly the establishment of a linked bus station.'

'It could be used for multiple things such as redevelopment inside to make purposeful spaces. Rental offices for private businesses. Cafes and smaller restaurants. LA offices if social distancing is still required.'

'Hotel provision / mixed use development / residential / higher education etc.'

'Multi use office and community social space.'

'1) Restore use as a working part of the Railway Station, 2) The rest of the building could be used either singly or in combination as: a) Council Offices, b) Student accommodation, c) A new Health Centre, d) A Tourist Information Office.'



Hotel

13% of respondents who expressed a preference stated hotel. This response was generally aligned with the Q1 response to retain the building. The responses generally expressed this as a high-end hotel with expanded leisure facilities. Many expressed a desire to replicate the Glasgow Central Hotel model with bars, conference and wedding facilities.

'It could once again be a beautiful hotel, a beautiful wedding venue, gorgeous restaurants and the jobs that would be created.'

'Class modern hotel.'

'I think the hotel should reopen as a hotel. This will draw in more tourists as there would be a central location to stay which is literally on top of the train station which links to Glasgow. The hotel will bring jobs for local residents of Ayr. The hotel could hold functions for all occasions which could bring further business to other pubs, clubs and restaurants.'

The responses generally describe a hotel which has additional leisure functions to offer wider appeal beyond residents. With a few exceptions only there was little support for modest hotel accommodation which generally does not carry these functions

'A new budget hotel like a travelodge beside a new station and bus stops links to new modern station'

New Station/ Improved Station

13% of respondents who expressed a preference did so for an improved or new station and were very clear in that expression and often expanded on the importance of the station to Ayr. Where this also included a proposal to integrate with improved transport links with buses etc, this is included under travel hub.

Generally, in the desire for new or improved station was an expanded idea that this should have added facilities including retail, coffee shops and bars to create vibrancy and improved passenger experience. There were numerous references aspiring to the successful operation in Edinburgh, Dundee and Glasgow. Many of the 'mixed use' respondents also referenced functions to support the train station and improved station facilities.

'A new rail station is essential with the rest of the site cleared and made into additional parking for the station/town centre.'

'a new train station is essential, as are facilities for commuters - car parking, shops, coffee shops, restaurant / bar.'

'A brand new purpose built station could bring jobs and investment into Ayr.'

Improved accessibility was mentioned in many responses.

'Better train station more disabled friendly.'

'Lift access to platform 4. As a disabled train passenger getting to platform 4 is a nightmare. If I am using my crutches it means climbing the stairs to the footbridge then descending the stairs at the other side. When I am using my wheelchair I have to leave the station and go round the building and come back into the station via the car park on Station Road. Neither of these routes are easy for disabled passengers, those with prams/buggies or those with cases.'

Housing

8% of respondents who expressed a preference did so for housing. This was generally described as conversion of the existing building but with varying occupancies. These ranged from luxury housing to council housing to deal with the housing shortage in the town.

'Private flats.'

'Luxury flats.'

'Residential use in particular would bring much needed life to the town centre which would enhance footfall in nearby failing commercial units.'

Although a few respondents explicitly stated that they believed housing to be an unsuitable use for the building as this would not enliven the area as it should with otherwise more public uses.



The majority of 'housing' respondents expressed support for social housing.

'Social housing council flats to let with café on ground floor. Cafe good for travellers using railway station.'

'Affordable housing'

Open Space/ Green Space

7% who expressed a preference did so for creating a green or parkland space, many of whom expanded by expressing a desire to connect better to the town centre.

'Landscaped. Make an attractive entrance to Ayr town centre which is also a disgrace. No wonder people shop elsewhere.'

'Area around station landscaped and transformed to be welcoming to visitors to the town and locals alike. ie Garden, toilets, cafes with room for outdoor seating, bike parks etc including an undercover area for taxis and buses to link up transport.'

Many of the responses referred to the adjacent Burns Statue Square and expressed an interest in including this within the vision for the area.

'Development of the realm around the station to create a new civic square type space would add much to an area of the town that people pass through rather than stop and enjoy. A space that celebrates the town's heritage and provides new facilities for town residents and visitors would be a real addition. Connecting it into Burns Square and opening up that entire part of the town could create one of the best civic spaces of any town in Scotland.'

Leisure

7% of respondents who expressed a preference did so for arrange of leisure functions. This is the description to cover expressed uses ranging from cultural, venue and other entertainment purposes.

'A museum; or an information centre about Ayr and Ayrshire, about history, about culture, about nature; or an education centre with different kind of education, for example climate change, or nature/culture preservation; or a social centre where people can learn arts, crafts (like weaving, spinning, woodwork, ironwork, design, etc).'

'Nice eating places and coffee shops'

Offices

2% of respondents who expressed a preference did so for offices. This use was only suggested in term of relocation of the Council offices to the building. Many responses included co working and meeting areas in proposed uses but as this was included with retail, leisure and community, these responses were included within the 'mixed use' category.

'Use as office premises for Council HQ.'

'Offices. Would look tidy/be maintained and would provide jobs.'

'Why not demolish Burns house and use the iconic station hotel for council offices and a business centre.'

Retail

1% of respondents who expressed a preference did so for retail. Many respondents included retail within their preferences but as part of other overarching uses such as leisure, hotel, station and mixed use.

'An outlet area for bigger shops to encourage more people to spend money in Ayr. Similar to Livingston designer outlet.'

Student Housing

1% of respondents who expressed a preference did so for student housing. This was also mentioned in some of the mixed use responses as a way to encourage activity in this part of the town.

'A lot of the university students, especially foreign students from UWS rarely spend time out with the compass due to its location. This could drive the local economy more as students would be more inclined to shop and eat within the town.'

'Having a large number of students living at the top of the town, would help revitalise the local businesses.'

Q3 Any Other Comments

Purpose of Question: This was an opportunity for any additional opinion which the respondents wished to add which could not be captured in the preceding questions.

Responses Received: 757
Responses skipped: 470

The nature of the question means that there is no meaningful way to categorise or analyse the information. Generally the responses were reinforcement of the response to the preceding questions.

Strong support of Building Retention

'I firmly believe a strong sense of commitment, and some imaginative and creative thought could bring about a revelatory outcome for the Station Hotel and the site it sits on, and consequentially benefit economically the town of Ayr immensely.'

'To demolish such a historically important and iconic building would be negative, and an act of unforgivable vandalism. To preserve and develop would be creative, inspiring, and positive.'

'Just one comment.....do not demolish. This would be so easy to do but another piece of Ayr's heritage would be lost forever and it would be good if something positive could come out of the long wait for decisions. The world today is a total mess..... let Ayr rise above all the negativity and recreate the beauty and the bustle of the old Station Hotel.'

'Please don't allow this historical building to be lost use this as a gateway to historic Ayr.'

'Please don't let another part of our history be destroyed in favour of some characterless square featureless building.'

Equally strong support to demolish the Building

'Knock it down as soon as possible so the 1million plus a year travelling public don't have to suffer appalling rail facilities with no covered passenger waiting areas.'

'The hotel has been an eyesore for years and is not a sustainable option on this site. We need to move on. The current situation is depressing for locals and a terrible first experience for visitors.'

'Current site is a disgrace. Hotel needs to be demolished ASAP.'

'Throughout history buildings have been replaced/removed once their useful lifespan reached. Please don't fall into trap of trying to save a building already passed this point and needs replaced "not" refurbished.'

Strong desire to see resolution to the current situation

'Stop messing around and make a decision it's an embarrassing eyesore to the town.'

'Please do this as quickly as possible. The state and condition of our train station burdened by the ruin that is the station hotel is terrible. Modernise, modernise modernise.'

'This has been left so long and in a very bad state of repair. Something needs to be done soon. What an eyesore for visitors to Ayr. Think you need to give up on finding the owners. When do we see results of this and how much has it cost for yet another survey.'

'The council should act quickly to make their decision. The longer the building is left to rot the more its condition will deteriorate and the cost of temporary works will increase as will the cost of any possible restoration.'

'This problem needs to be resolved and quickly. It needs vision, passion And ambition behind it and the wider town centre development and regeneration must be considered as part of the vision. We need public money, private and philanthropy to be at the heart of the transformation and renaissance - the renaissance of such a fantastic asset (Both Ayr and hotel) is vital for ongoing economic regeneration.'



There's significant disposable income in Ayr (and deep pockets for philanthropy) - there demand is not being fully satisfied (or philanthropy optimised). Ayr could (and must) be an amazing town centre - it had a significant catchment area and tourism to sustain. Covid-19 has shown that people want to buy and stay local - let's build on this and let Ayr flourish. Attract the right talent and I still a can do attitude to transform this jewel.'

'Just get on with it.'

Concern about the Cost of any work

'Make sure the final decision is financially viable.'

'If it is cheaper to demolish the station hotel, i'd do it. Ayr needs proper station facilities.'

'The building is too old to maintain and too big for it to be used effectively, we need to move on and embrace future plans rather than hold on to the past and spending a fortune.'

'Something needs put in its place that will generate income rather than being a money pit. Fixing the building will see no return.'

'The hotel has been a failure for many years. The retention of the existing building would be prohibitively expensive and doomed to failure.'

'This has gone on for too long at the expense of the taxpayer. Time to demolish it and bring some fresh enterprises to the town.'

'It is disgraceful that the owner was allowed to let it get in this state and disgraceful that council tax payers have had to fund work so far.'

Understanding of the complex situation

'It such a shame that this building has been allowed to deteriorate to such an extent. It's also unfortunate that so many blame the council rather than the owner.'

'Time to use those council CPO powers. Get a charitable trust involved to run things and be able to access additional funding that the council cannot.'

'The owners should be sought thru the courts to tie in any other properties they have in their UK portfolio, to assist in getting back any monies spent by SAC in making the site safe, and on demolition costs.'

'Do the council actually own or have control of the building now?'

Don't understand how they can do anything big it's not theirs?'

The issue of the Station Hotel Building is larger than the site

'For Ayr to become a prosperous town centre again, it must be an attractive place for people to come and spend money and time in again. Part of achieving this is good town planning, incorporating the best of the historic architecture with plenty of outstanding new architecture.'

We cannot afford to lose more of our heritage, and we cannot afford to build more low-quality, short life-span buildings that will degrade our town centre further in the next two or three decades.'

The former Station Hotel building is a key part of our remaining beautiful historic architecture and should be retained and redeveloped.'

In my view, we need to introduce policies as part of an overall master town-plan, to encourage the best of Ayr's retail, and restaurant businesses away from the periphery streets, and onto the high street and adjacent side streets like Newmarket Street, Kyle Street and Carrick Street; and plan to create more high-quality 'factored' housing stock and office accommodation if required in the historic buildings on the other commercial streets and areas of the town, who's designation should be changed to residential streets as required.'



There should be a plan to greatly increasing free-parking adjacent to a new more densely populated hub of retail and food outlets on the high street. Perhaps many of the less significant buildings (old and new) along the back of the high street could be demolished to create large out-of town style car parking allowing access close to the shops.'

'The roads surrounding the area are too busy for the road being affected as long as it has. Ayr is a popular tourist seaside town and the public transport services in the area need updating. The current hotel and station is an eyesore and I feel embarrassed that tourists will see this building when they arrive in Ayr.'

'It's time to put Ayr on the map as a forward thinking enjoyable safe seaside town. This area is the entrance and exit for most people coming in and out of Ayr by train and car. This area needs to look and flow better around the station & Burns Station Square.'

Notes on the consultation

Noted below are most of the comments regarding the consultation as expressed within the responses. It would be appropriate at all stages of public engagement and communication that reactions of this type are anticipated within the communications. Transparency and regular communication are advisable to foster a productive dialogue.

'If we keep public opinions in mind, and hire good designers/architects to best maximise the use of the space for redevelopment then we can't do anything more and people will be content.'

'Must we go through yet another consultation? Stop dithering and take action.'

'The use of only online surveys to consult on the future of the Ayr Station Hotel is a little shortsighted, many people with fond memories of using the hotel or attending events will probably not even be able to access this consultation and their views are being missed. This survey should be available at the town's public buildings for all to access. The Ayr Station Hotel has a very long and interesting history for the town of Ayr, it must be allowed to live again, taken away from its neglectful owners

and brought into public ownership, even through Historic Scotland and other community groups who will I'm sure make this building shine again and become a productive part of the Ayr/Ayrshire community for all to benefit.'

'A waste of time conducting this consultation as the building is privately owned. Nothing can be done unless it can be compulsorily purchased.'

'Will there be a document available to the public of all comments / suggestions on this subject? Is there a Focus Group for representative members of the public to discuss plans of improvement with South Ayrshire Council?'

'This is an outrage. This is not an unbiased questionnaire It assumes demolition. Whoever created and approved this questionnaire should be looking for a new position outside of the council.'

'This is not an impartial question. Therefore this is not a proper survey. This is similar to the questions posed to the residents of the High flats and the results of which were cooked. SAC, this is an appalling use of manipulation and indicates before we even start the views of the Council.'



11.5 Consultation Incorporated into Study

Positive engagement with the wider public of Ayr is essential in any study on the potential future of this significant town landmark building. This engagement process has used deliberately open questions to encourage a full range of opinion and to convey the unbiased and open approach in which the study is conducted.

The study will align these findings with the identified options for consideration.

Retain or Demolish

Demolition and Retention are equally supported by the public and any options for study should give each approach attention.

Future Use for the Building or the site

A large range of uses was identified and these fall into a range of themes and categories.

Retention: conversion to uses compatible with the building form

- » Leisure
- » Flats
- » Student residences
- » Hotel
- » offices
- » mixed use incorporating some or all of these uses

Demolition: a cleared site allowing for the creation

- » transportation hub incorporating a range of travel modes
- » new train station
- » open space for public realm or car parking

Concerns Raised

A range of concerns and aspirations were raised, and the study should keep these in mind as it progresses.

- » Cost to the taxpayer
- » Finding an economically viable use
- » Difficulty in developing a building which is not owned by the Council
- » Lengthy timescale associated with progressing any work
- » Wider area decline
- » Ensuring that the potential to improve the area is fulfilled
- » Concern that the current situation will last a long time



12.0

OPTIONS LONG LIST



12.0 Options Long List

12.1 RIBA Stage 1

Following the RIBA Plan of Work 2020 Deliverables and Task Guidelines, the Core Objectives are to prepare the Project Brief and undertake feasibility Studies.

This stage commences with Optioneering – identifying a long list of options which will be evaluated at a high level allowing a 'sift' process to commence. The 'sifting' will identify a shortlist of the more promising options which will be developed further for more detailed evaluation.

All of the optioneering is underpinned by a clear requirement to identify options for which there is a potential for long term sustainable demand.

The RIBA Plan of Work organises the process of briefing, designing, delivering, maintaining, operating and using a building into eight stages. It is a framework for all disciplines on construction projects and should be used as an aid to the preparation of detailed professional services and building contracts.

	0 Strategic Definition	1 Preparation and Briefing	2 Concept Design	3 Spatial Coordination	4 Technical Design	5 Manufacturing and Construction	6 Handover	7 Use
Stage Boundaries: Stages 0-4 will generally be undertaken one after the other. Stages 4 and 5 will overlap in the Project Programme for most projects. Stage 5 commences when the contractor takes possession of the site and finishes at Practical Completion. Stage 6 starts with the handover of the building to the client immediately after Practical Completion and finishes at the end of the Defects Liability Period. Stage 7 starts concurrently with Stage 6 and lasts for the life of the building.								
Stage Outcome at the end of the stage	The best means of achieving the Client Requirements confirmed. <i>If the outcome determines that a building is the best means of achieving the Client Requirements, the client proceeds to Stage 1.</i>	Project Brief approved by the client and confirmed that it can be accommodated on the site.	Architectural Concept approved by the client and signed to the Project Brief. <i>The brief remains "live" during Stage 2 and is developed in response to the Architectural Concept.</i>	Architectural and engineering information. Spatially Coordinated.	All design information required to manufacture and construct the project completed. <i>Stage 4 will overlap with Stage 5 on most projects.</i>	Manufacturing, construction and Commissioning completed. <i>There is no design work in Stage 6 other than responding to Site Queries.</i>	Building handed over, Aftercare initiated and Building Contract concluded.	Building used, operated and maintained efficiently. <i>Stage 7 starts concurrently with Stage 6 and lasts for the life of the building.</i>
Core Tasks during the stage	Prepare Client Requirements. Develop Business Case for feasible options including review of Project Risks and Project Budget. Ratify option that best delivers Client Requirements. Review Feedback from previous projects. Undertake Site Appraisals.	Prepare Project Brief including Project Outcomes and Sustainability Outcomes, Quality Aspirations and Spatial Requirements. Undertake Feasibility Studies. Agree Project Budget. Source Site Information including Site Surveys. Prepare Project Programme. Prepare Project Execution Plan.	Prepare Architectural Concept incorporating Strategic Engineering requirements and aligned to Cost Plan, Project Strategies and Outline Specification. Agree Project Brief Derogations. Undertake Design Reviews with client and Project Stakeholders. Prepare stage Design Programme.	Undertake Design Studies, Engineering Analysis and Cost Exercises to test Architectural Concept resulting in Spatially Coordinated design aligned to updated Cost Plan, Project Strategies and Outline Specification. Initiate Change Control Procedures. Prepare stage Design Programme.	Develop architectural and engineering technical design. Prepare and coordinate design team Building Systems information. Prepare and integrate specialist subcontractor Building Systems information. Prepare stage Design Programme.	Finalise Site Logistics. Manufacture Building Systems and construct building. Monitor progress against Construction Programme. Inspect Construction Quality. Resolve Site Queries as required. Undertake Commissioning of building. Prepare Building Manual.	Hand over building in line with Plan for Use Strategy. Undertake review of Project Performance. Undertake seasonal Commissioning. Rectify defects. Complete initial Aftercare tasks including light touch Post Occupancy Evaluation.	Implement Facilities Management and Asset Management. Undertake Post Occupancy Evaluation of building performance in use. Verify Project Outcomes including Sustainability Outcomes.
Project Strategies might include: - Conservation (if applicable) - Fire Safety - Health and Safety - Planning - Plan for Use - Procurement - Sustainability								
Planning Note: Planning Applications are generally submitted at the end of Stage 3 and should only be submitted earlier when the threshold of information required has been met. A Planning Application is made during Stage 3, a mid-stage gateway should be determined and it should be clear to the project team which tasks and deliverables will be required. See Overview guidance.								
Core Statutory Processes during the stage	Strategic appraisal of Planning considerations.	Source pre-application Planning Advice. Initiate collation of health and safety Pre-construction Information.	Obtain pre-application Planning Advice. Agree route to Building Regulations compliance. Option submit outline Planning Application.	Review design against Building Regulations. Prepare and submit Planning Application. <i>See Planning Application guidance in Overview guidance earlier than end of Stage 3.</i>	Submit Building Regulations Application. Discharge pre-commencement Planning Conditions. Prepare Construction Phase Plan. Submit form F10 to HSE if applicable.	Carry out Construction Phase Plan. Comply with Planning Conditions related to construction.	Comply with Planning Conditions as required.	Comply with Planning Conditions as required.
Procurement Route	Traditional Design & Build 1 Stage Design & Build 2 Stage Management Contract Construction Management Contractor-led							
Information Exchanges at the end of the stage	Client Requirements. Business Case.	Project Brief. Feasibility Studies. Site Information. Project Budget. Project Programme. Procurement Strategy. Responsibility Matrix. Information Requirements.	Project Brief Derogations. Signed off Stage Report. Project Strategies. Project Strategies. Outline Specification. Cost Plan.	Signed off Stage Report. Project Strategies. Updated Outline Specification. Updated Cost Plan. Planning Application.	Manufacturing Information. Construction Information. Final Specifications. Residual Project Strategies. Building Regulations Application.	Building Manual including Health and Safety File and Fire Safety Information. Practical Completion certificate including Defects List. Asset Information. <i>Worked Construction Information recorded, verification tasks met baseline.</i>	Feedback on Project Performance. Final Certificate. Feedback from light touch Post Occupancy Evaluation.	Feedback from Post Occupancy Evaluation. Updated Building Manual including Health and Safety File and Fire Safety Information as necessary.



Cover RIBA Plan of Work terms are defined in the RIBA Plan of Work 2020 Overview guide and set in Bold Type.

Further guidance and detailed stage descriptions are included in the RIBA Plan of Work 2020 Overview.

© RIBA 2020

12.2 Approach

The Design and Project Team will prepare a longlist of options for review and high level evaluation against an agreed range of criteria and key considerations. The sift process will involve the project team – Design Team and Client - agreeing the Options to be taken for more detailed study.

Key Considerations:

1 Components

- » Space
- » Structure & Internal fabric
- » External fabric / Thermal envelope
- » Building Systems

2 Contexts

- » Planning, Zoning and Historic Buildings
- » Building & Fire Code
- » Accessibility
- » Rail & Transport
- » Community
- » Financial
- » Environmental

3 Stakeholders Interests

4 Choices

- » Demand
- » Adaptability
- » Deliverability
- » Sustainability

POTENTIAL USES: Market and Occupant Demand/ Building Adaptability

The option longlist has been drawn up considering the current and potential market demand in the area for a range of uses. These have been examined at a strategic level by the team with specialist advice from Avison Young and the following themes were discussed. Detailed market assessment will follow at the option development and assessment stage. The market demand is considered alongside the building form ability to adapt to the proposed uses.

An Overarching view, however, is that the considerable base development costs will mean that any option will require an element of Publicly funded support – either from the Council or others to make viable. This is a fundamental consideration. Another overarching consideration is that the 'placemaking' aspect of any option will be intrinsic to the viability of any proposal. The building and site constraints have previously been described in this report and the high level positives and negatives are integral to the considerations of potential options.

Site specific Issue

The issue with the viability of any development on this site is the considerable abnormal costs of development due to the proximity and complexities of developing adjacent to a mainline railway station. This has to be included in costs of all re-development proposals of the existing building.

Positives

- » Town centre location
- » Parking
- » Good views
- » Character and prominence
- » Proximity to train station

Negatives

- » Owner unwilling to engage
- » Proximity to train station and noise and light issues from 20 hr/day operations
- » Vehicular access limitations
- » Limited dedicated car parking
- » Condition
- » Maintenance burden, complex roof formation. Restricted access from station side
- » Acoustic issues from rail and road particularly during the night
- » Building geometry – shallow and long, insufficient stairs, tall floor heights
- » Building structure – loadbearing and cellular
- » Building construction



The Project Team will evaluate the proposed Longlist of Options against the evaluation criteria to identify the options to take forward for detailed study.

Longlist Option Themes

Refurbishment

Minimal: No change to building form, Station access reinstated

1. Residential: Private
2. Residential: Social Landlord
3. Hotel
4. Business Centre

Maximum: Station Relocated, Travel Hub, Public Realm + Placemaking

5. Mixed Use 1: Residential, Business Centre + Retail
6. Mixed Use 2: Student Resi, Hotel + Leisure
7. Mixed Use 3: Hotel + Leisure, Business Centre + Leisure

Demolition

Radical: All options include New Station, Travel Hub, Public Realm

8. Remove North Wing : Business Centre, + Retail/ Residential
9. Remove North & South Wing, Retain Clock Tower: Business Centre
10. Remove all Buildings: New Station

Evaluation Criteria

1. Market/ occupational Demand
2. Funding Support Potential
3. Compliance with Planning Policies
4. Heritage protected
5. Rail Operations supported and enhanced
6. Community Support
7. Dealing with Site Constraints: Accessibility, connectivity
8. Costs: Development and Maintenance
9. Adaptability
10. Sustainability

The economic aspects of the evaluation are high level at this stage with market demand based on a high level assessment from the Avison Young team based on their market experience. Detailed development appraisal will be reserved for the shortlisted options resulting from the sifting process.



12.3 Themes: Residential

The building

The building form is reasonably aligned to adaptation to residential but considerable acoustic and natural ventilation limits to the station elevation. Additional escape stairs would need to be inserted. The burden of access limitations for maintenance and the cost of maintenance will also be a consideration.

The wider design and treatment of parking, servicing for refuse, the noise and vibration from railway and access for maintenance would have to be resolved particularly to attract the private sector housing developers- who generally shy away from listed buildings. Initial thoughts are that viability would be improved with an element of new build,

Market Demand

The building's depth imposes compromised residential solutions, neither of which would be ideal. Single aspect without lifts would remove a large section of buyer demand (senior living). Dual aspect with lifts is marginally better.

Private Sector

The market value of such properties is relatively low in Ayr and would in no way be reflective of the development investment, effectively limiting private sale as a viable option for investigation. Limiting the number of one bed apartments and creating more 2 bedroom apartments is generally the approach if trying to attract the private sector for a relatively higher end development and dual aspect would be important.

A mix of 1, 2 and 3 bed apartments would reduce the number of units in the scheme in the current test fit, further limiting the commercial offering. For these reasons, whilst private residential has been tested spatially it is not in any way viable even at this stage and will not be taken forward for scoring at this stage.

Social Rental Sector

There is a noted demand in the South Ayrshire area for affordable housing, social housing and there are a number of active Housing Associations in the area.- two out of eight operating in Ayr are locally based - Ayrshire Housing (ex-Carrick HA) and Blue Triangle.

Scottish Government policy is focused on increasing affordable housing and there are funding streams to support this. It has to be noted that there are clear requirements to demonstrate value for money which is a challenge with the starting burden of purchase and development costs associated with the Station Hotel building.

Demand from housing associations is likely to exist for town centre sites where development is viable but there will be other sites better suited than this one and this would struggle to attract sufficient interest even if the funding gap can be addressed.



OPTION 1 – RESIDENTIAL: PRIVATE

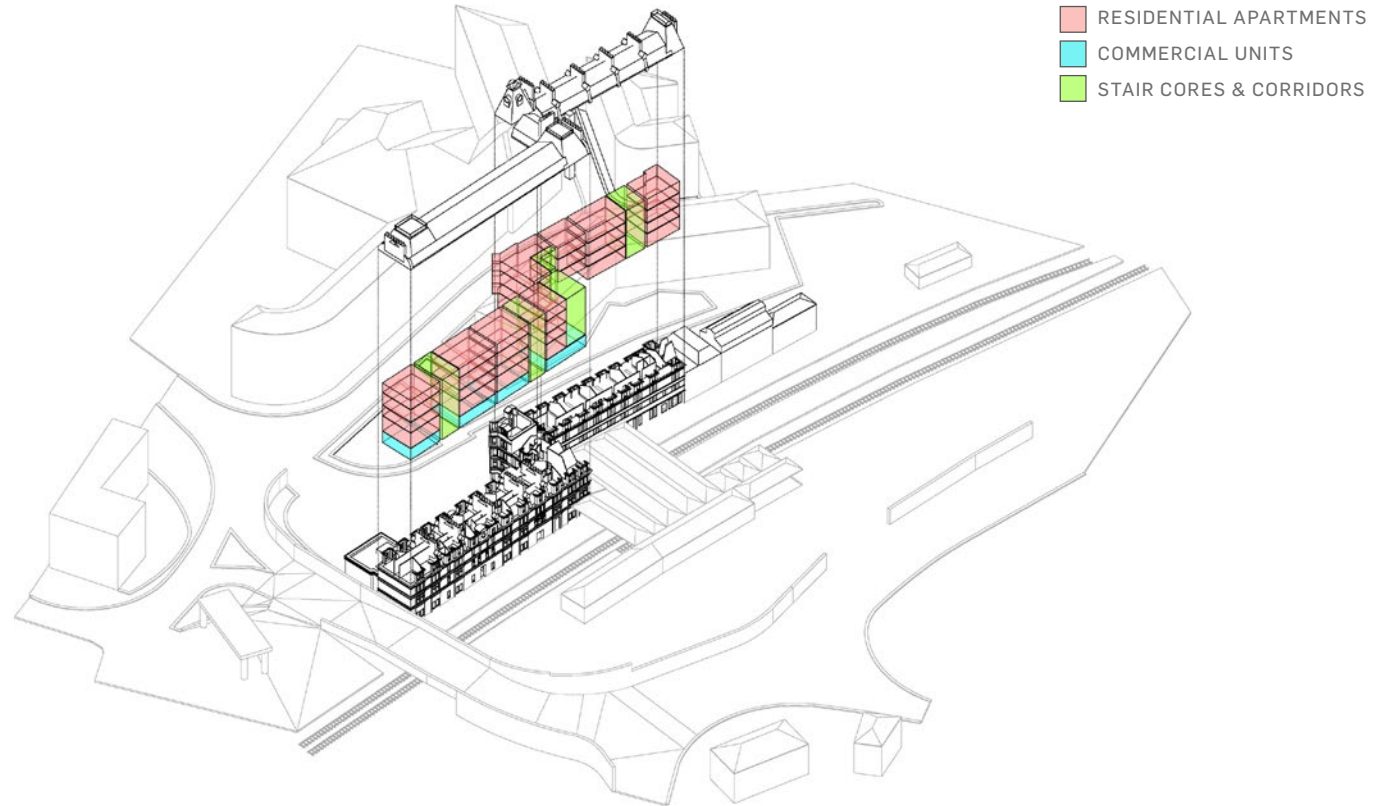
Option 1 Potential Components

Active Ground Floor

- » 7 Commercial units @ AV 100m²
(4 With basements @ 100m²)

Upper Levels

- » 8 Dual aspect apartments @ AV 90m²
 - » 8 Dual aspect duplex apartments & AV 150m²
-
- » 4 x traditional cores (incl original)
 - » Potential no lift with no principal living areas on top floor





OPTION 2 – RESIDENTIAL: SOCIAL LANDLORD

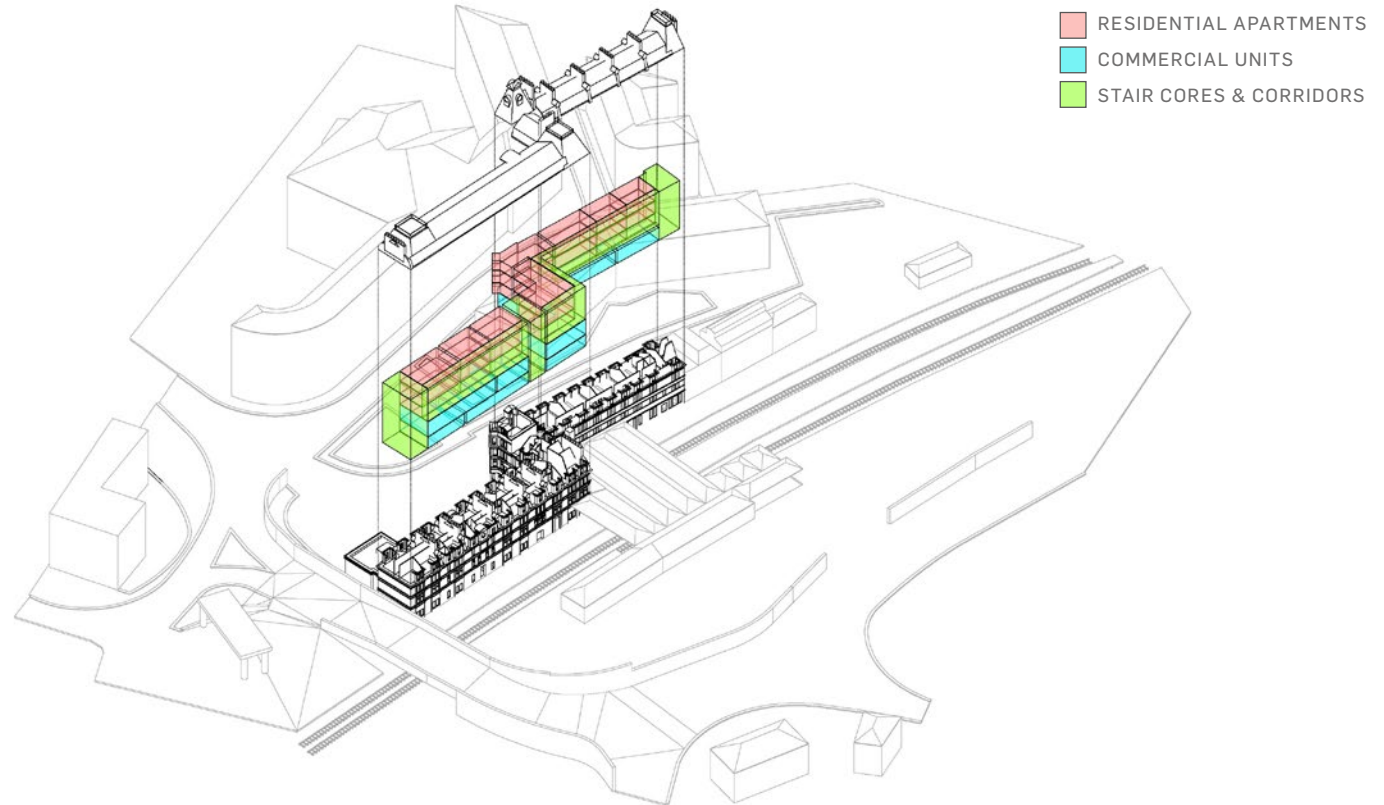
Option 2 Potential Components

Active Ground Floor

- » 6 Commercial units @ AV 120m²
(3 with basements @ 120m²)

Upper Levels

- » 24 Single aspect apartments @ AV 70m²
 - » 3 x dispersed cores (incl original)
-
- » Protected corridor access to rear
 - » New lifts & stairs within cores





Planning

Residential use is likely to be appropriate in principle given the location of the site within the town centre and adjacent to the railway station. The use would also be supported by the national and local policy drive to increase town centre populations in order to maximise vibrancy and vitality throughout the day. The building is acknowledged as a redevelopment/development opportunity within the TCRLDP and the PLDP, where the relevant policies note the potential for residential use here.

There are a number of policy requirements outlined in the LDP specific to residential proposals. For example, LDP Policy: Open Space & associated planning guidance requires new residential development to provide 50sqm of open space/unit for flatted development. There is likely to be flexibility on the application of this policy given the town centre location of the site and the retention of the listed building. The conversion of Holmston House from office to 30 apartments, to the east of the site demonstrates flexibility in the application of council policies (Planning Reference: 17/00004/APPM). A shortfall in the provision of onsite amenity space was deemed acceptable by the Council due to the reuse of the listed building, town centre location, and existing open spaces along the River Ayr.

LDP Policy: Affordable Housing and associated planning guidance outlines an affordable housing target contribution of 25% of the total number of units from all new housing developments of 15 units or more or a site size equal to or more than 0.6 hectares. This is a "target contribution" and is open to negotiation where its imposition would threaten the viability of a development. In such cases offsite provision may be appropriate.

The policy adds that the Council's Housing Need and Demand Assessment (HNDA) shows a significant shortfall in affordable housing in South Ayrshire and, in particular, the affordable housing need is significantly greater in and around Ayr, Prestwick and Troon. The delivery of affordable housing in these areas is also prioritised within Core Principle B6 of the PLDP.

Given the location of the proposal, the impact of noise & vibration on the amenity of residents should be fully considered. This includes noise from the station itself (trains, tannoy announcements etc.), customers entering and exiting the station, the operation of the car park and adjacent bus stop etc.

Potential light spillage from the station surroundings could affect residential amenity within the apartments and this should also be considered. Dual aspect rooms would be welcomed wherever possible to maximise daylight. Considering access, car/cycle parking, servicing, and privacy to ensure there is no conflict between resident and commercial/station operations will be necessary.

LDP Policy: Delivering Infrastructure notes that developer contributions will be applicable where development either on its own or in association with other developments, will place additional demands on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision e.g. transport infrastructure. This policy is applicable to all of the uses being proposed in the various options.

Residential development could also be expected to contribute to affordable housing, educational facilities, open space and play equipment.



The Council will take into account the viability of the development in determining the amount and/or timing of such contributions. Contributions will be waived or reduced in exceptional circumstances (for example, where there are exceptional development costs; the development would bring particular economic, social or environmental benefits; or where the development would enable some other desirable outcome to take place).

The PLDP also includes provisions for potential contributions to green networks as well as community and recreational facilities.

From a planning and heritage perspective, the reuse of the building for residential use is likely to be acceptable, with exceptions to detailed policy requirements expected, given the specific context of the site. The reuse of the building for residential use would require interventions within the interior, however there may be an opportunity to retain and reuse internal features. The exterior of the building would remain the same and the building will be retained, which would be positive in heritage terms. There will be a neutral impact on the townscape and adjacent conservation area.



12.4 Themes: Hotel

The building

As the designed building use was for a hotel this is the starting point.

Market Demand

Avison Young has been asked for advice on the suitability of the site for hotel use by third parties a number of times but no one could make it work, This is viewed in the market as a "tricky" site and the leisure tourism market has been in a cycle of decline and limited commercial demand.

Avison Young's Hotels team say " In considering the most viable hotel option at this stage, a more budget lifestyle option would be better than a full service "boutique" hotel. Something like an Ibis Styles would probably be a good fit – room sizes would be down to about 18sq.m, public areas more limited (and no function room required) which might allow for more rooms and more ground floor space for other commercial uses to complement the hotel."

Viability will be an issue under any hotel scenario and therefore council or other publicly funded support (wrapper lease or bridging the funding gap) would be required to make the existing building stack up as a new hotel . A full service boutique hotel would be more challenging. Viability of the hotel operation would depend on other regeneration and place-making developments planned in Ayr (if any) and the likelihood that demand for hotels will increase.

There may well be owner operator demand for the right product if funding support was available .With the right level of funding support and guarantees from the council, there might be developer interest.

The whole area of local authority intervention to facilitate hotel developments has grown enormously in recent years and is only likely to increase further post-Covid. Avison Young has been involved in a number of deals and proposals across the UK and have worked closely advising the SDI/SE/SCA and individual authorities in Scotland (PKC, West Dunbartonshire, Stirling, Falkirk).

At present there is no appetite from investors to purchase hotel investments due to the impact of Covid 19 as this sector of the market has been particularly impacted.

Planning

Hotel is the established use of the existing building. Therefore, hotel use would be acceptable. LDP Policy: Tourism notes that the Council will look favourably on proposals which will provide or improve tourist and leisure facilities and will support keeping and improving existing significant leisure, recreation and tourist facilities. The loss of the hotel use to facilitate the uses proposed within the other options is likely to be acceptable due to the length of time the building has been empty and derelict, market demand, and the resultant retention of the listed building. Issues of amenity will need to be fully considered at detailed design stage, e.g. noise & light nuisance, privacy, servicing, access, car/cycle parking etc.

The Ayr Town Centre Review "Strategic Review of Public Space & Masterplanning of site Options" (October 2018), notes there could be demand for a new 80-bed town centre hotel, however it is not clear from the document what evidence this is based upon.

From a planning and heritage perspective, the reuse of the building for hotel use is likely to be acceptable. The use would require interventions within the interior with some notable features being lost, however there may be an opportunity to retain and reuse internal features. The exterior of the building would remain the same and the building will be retained, which would be positive in heritage terms. There will be a neutral impact on the townscape and adjacent conservation area.

OPTION 3 – HOTEL

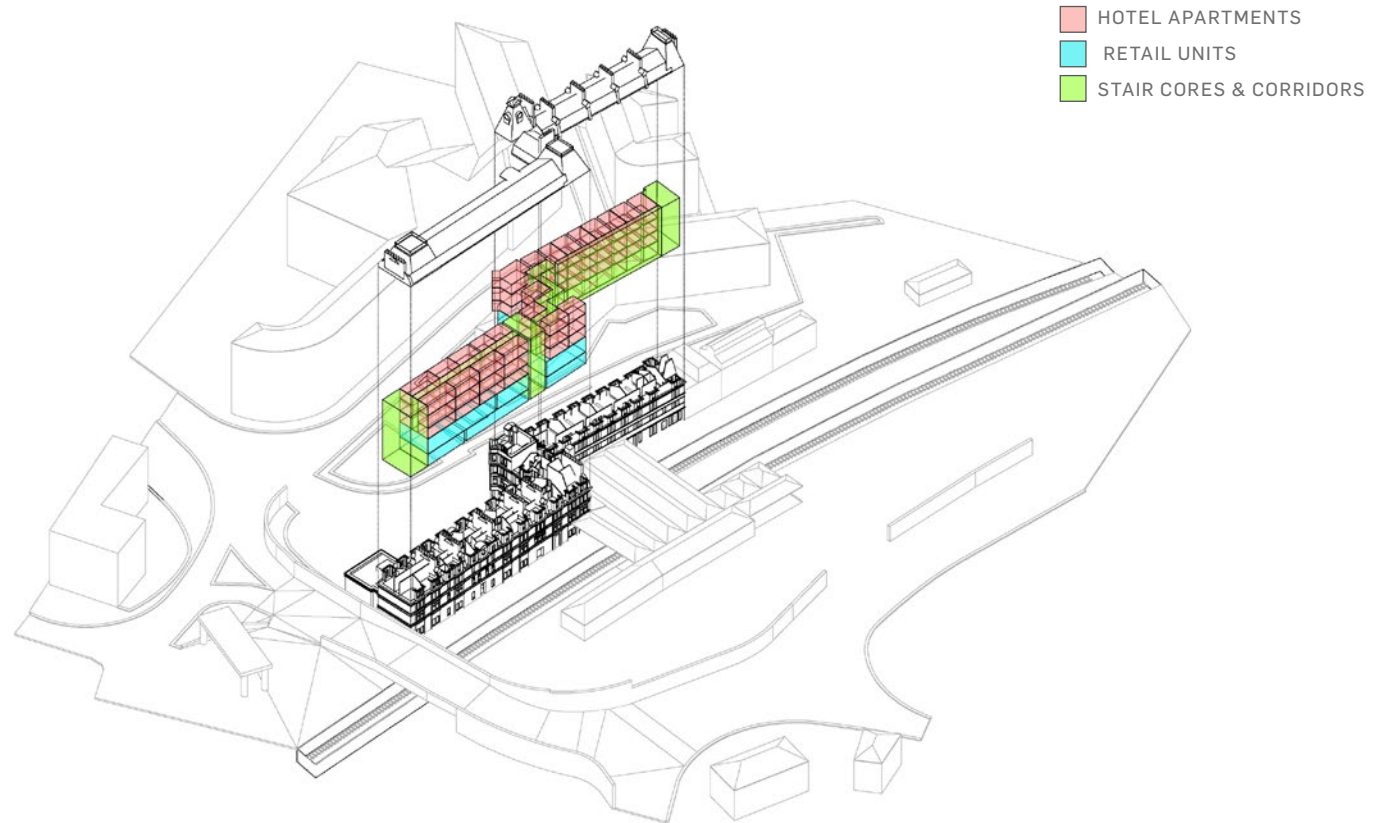
Option 3 – Potential Components

Partial Active Ground Floor

- » 3 Commercial units @ AV 100m²
(3 with basements @ 100m²)
- » 1 reception/ entrance
- » Rail operator offices or retail units

Upper Levels

- » 66 Hotel rooms @ AV 25m²
 - » 3 X dispersed cores (incl original)
-
- » Protected central corridor access
 - » New lifts & stairs within cores





12.5 Themes: Offices / Workplace

The building

Current office design requires flexible and open floor plates, generally accessible floors and serviced ceilings, efficient cores with stairs lifts and welfare. The current building geometry is entirely at odds with these requirements and would require considerable alteration to accommodate them. The requirements would generally conflict with the character aspects of the building.

Market Demand

The local market is over supplied with office space of the wrong specification which does not appeal to the modern occupiers needs and trends. No office space of 4/5 star quality in S Ayrshire and the largest proportion of stock is classed as 1 or 2 star.

A demand assessment for offices would confirm if such demand actually existed but a case could be made for new high quality product , meeting latent demand which cannot be satisfied. Analysing historic take up doesn't present the true picture given the poor quality of the existing stock.

Initial thoughts are that the positives of the location – proximity to station, town centre could potentially support a different type of office space which had a high quality feel internally (of the quality of the main co-working operators) – potentially a hybrid of co working/traditional serviced/business centre style of operation – as part of an overall offering with complimentary functions such as tourist centre, travel hub, café, and retail. There is unlikely to be sufficient demand for the entire building if converted to offices in a single phase and therefore this would most likely form part of a mixed use scheme. Whilst it is unlikely that one of the main co-working operators would take this on we feel a local "operator " could run this as a successful operation and pay a turnover rent assuming a sizeable tenant package of inducement to fit out the premises. This assumes the some form of subsidised development as in the case of hotels above but once up and running could be a profitable business. In general there would be investor demand for offices or retail uses in the town but ideally guaranteed by a wrapper lease from the public sector would be required to maximise the Gross Development Value upon completion.

Commercial Speculative Offices/ Council Headquarter Offices

The standard of space required to meet this requirement cannot be facilitated by the basic building geometry, even if the internal loadbearing walls were all removed.

Business Centre

With appropriate Council or publicly funded support, a more basic (lower interior fit out spec than above) Business Centre model could be explored aimed at start-up companies looking for budget space . This would include a range of unit sizes, traditional meeting rooms spaces, supplemented by support functions at the ground floor level including café. The proximity to the station is a positive aspect in supporting this function.

For the co- working to appeal there has to be a real sense of vibrancy and movement about the area where people will not feel bored or isolated and see themselves working in the heart of the action. Like in many similar situations this could be a council run business centre.

A station setting is perfect in many ways but a physical connection into the station is preferred for all of the above.



Planning

The use of the existing building as an office or business centre is likely to be appropriate in principle given the location of the site within the town centre and adjacent to the railway station.

LDP Policy: Office Development highlights that the Council is concerned that there should be a supply of office floorspace which can meet the needs of modern businesses and will encourage the development of new floorspace in appropriate locations. The reuse of the existing building for office use is unlikely to meet the needs of modern businesses, however it may lend itself better to a business centre if demand is identified.

The building is acknowledged as a redevelopment/development opportunity within the TCRLDP and the PLDP, where the relevant policies note the potential for office use here.

LDP Policy: Business and Industry notes that business proposals (e.g. Class 4) out with designated areas will be supported if the developer can demonstrate that their proposal has economic benefit; and the site is in an area which has direct access to the public road or rail network within a Core Investment Town like Ayr. The PLDP updates these requirements and it is considered that the proposal would meet part (c) *"it is within the Kyle Investment Area or Carrick Investment Area, has direct access to the road or rail network and the Council is satisfied that it will have significant economic benefit"*.

Consideration would need to be given to the impact of the new use on the amenity of surrounding residential properties, particularly those dwellings located to the west in terms of noise (operation, servicing, plant, ventilation etc.), privacy etc. The location of the plant will be a key consideration for potential amenity issues as well as the impact on the listed building, depending on its location.

The former Council offices at Burns House are due to be demolished this year and the AMSIC for offices at Riverside was refused in 2018, with the site now being pursued as a new urban civic space for Ayr. Therefore, there remains a requirement for new Council offices in the town centre, however it is unlikely the reuse of the existing building would meet the Council's requirements for a modern office space.

The use would require interventions within the interior with some notable features being lost, however there may be an opportunity to retain and reuse internal features. The exterior of the building would remain the same and the building will be retained, which would be positive in heritage terms. There will be a neutral impact on the townscape and adjacent conservation area.

OPTION 4 – OFFICES / WORKPLACE

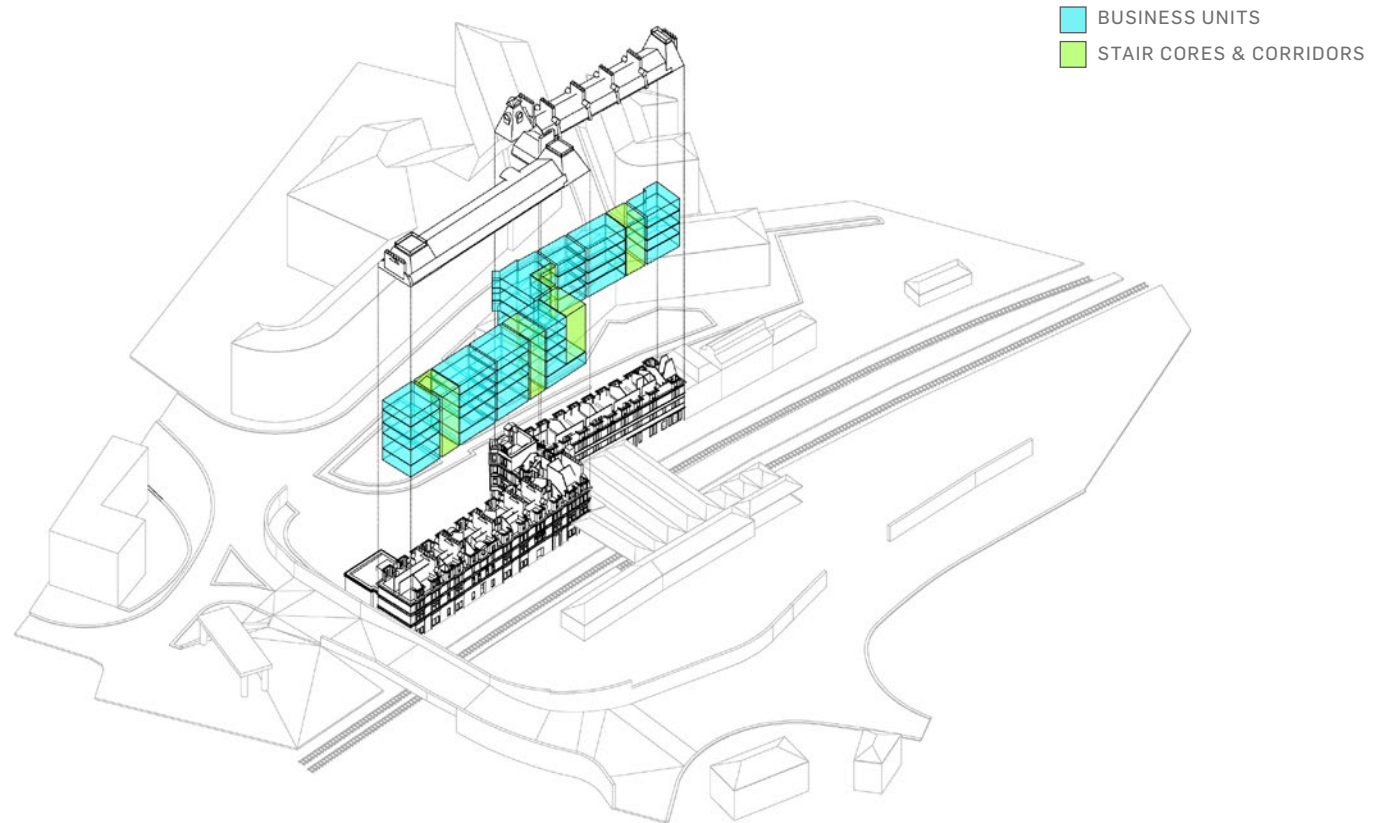
Option 4 – Potential Components

Active Ground Floor

- » 3 Commercial units @ AV 120m²
(3 with basements @ 120m²)
- » 1 reception/ entrance
- » Rail operator offices or commercial units

Upper Levels

- » 6 Business units @ AV 230m²
 - » 12 Business units @ AV 90M²
-
- » 4 x traditional cores (incl original)
 - » New lifts & stairs within cores





12.6 Themes: Mixed Use

These options are proposed on the basis that the current floor area of c5000m² is a large floor area to develop with a single use with uncertain market demand. A range of functions which may have a local demand but which would benefit from co location with a complementary function as well as the adjacency to the station, should be considered. An integral part of all of these schemes is that the station is fully integrated alongside a wider opportunity to consider a transport hub. This has implications in terms of relocation of current facilities and offices which would require further detailed review and are strategic only at this stage. As the building alteration option is more radical, then the transportation hub can be more optimal for that specific function.

The Building

The building as it stands offers considerable limitations to accommodate a range of modern functions as well as an accessible and fit for purpose station and integrated travel hub. In considering more radical building alteration - partial demolition, façade retention, full site clearance – a wider range of options can be explored. In fulfilling the ambition of a more radical option for a transportation hub, then wider connections beyond the red line boundary would need to be considered as connectivity is a fundamental function of a transport hub.

Market Demand

There is undoubtedly a demand for an improved and expanded station with better connections to other transportation modes – taxi, buses, cars, bicycles – as well as better pedestrian flows and critically fully accessible access to all areas. Ayr station is critical to the economy of the town of Ayr and is integral in any ambition for growth and regeneration.

Place Making/ Gateway to Ayr

It is essential that the 'gateway to the town' aspect is respected and enhanced which will contribute to increased activity and use. The gateway is both physical and functional. The scale of the building is useful as a gateway landmark and the arrival point at the station is currently inhibited by the indistinct connections to the town centre. The connections to the town are frayed and an improved development form incorporating placemaking with, permeable and active ground floor activities can help reinstate the connections. There are wider issues around the dereliction of Burns Statue Square and these must be resolved in order to support any improvement and regeneration around the station.

Community Hub

The building is a major landmark in the town and is widely known and well regarded. Community Facilities could be incorporated within any proposals and could be relocation of existing provision or new as part of an active ground floor or community meeting and venue facilities as part of a flexible co working space. This function would enhance the activity of the area.

Mixed Use 1

Residential, Business Centre, Retail

Mixed Use 2

Student Resi, Hotel, Leisure

Mixed Use 3

Hotel, Leisure, Business Centre

OPTION 5 – MIXED USE 1: RESIDENTIAL, BUSINESS CENTRE + RETAIL

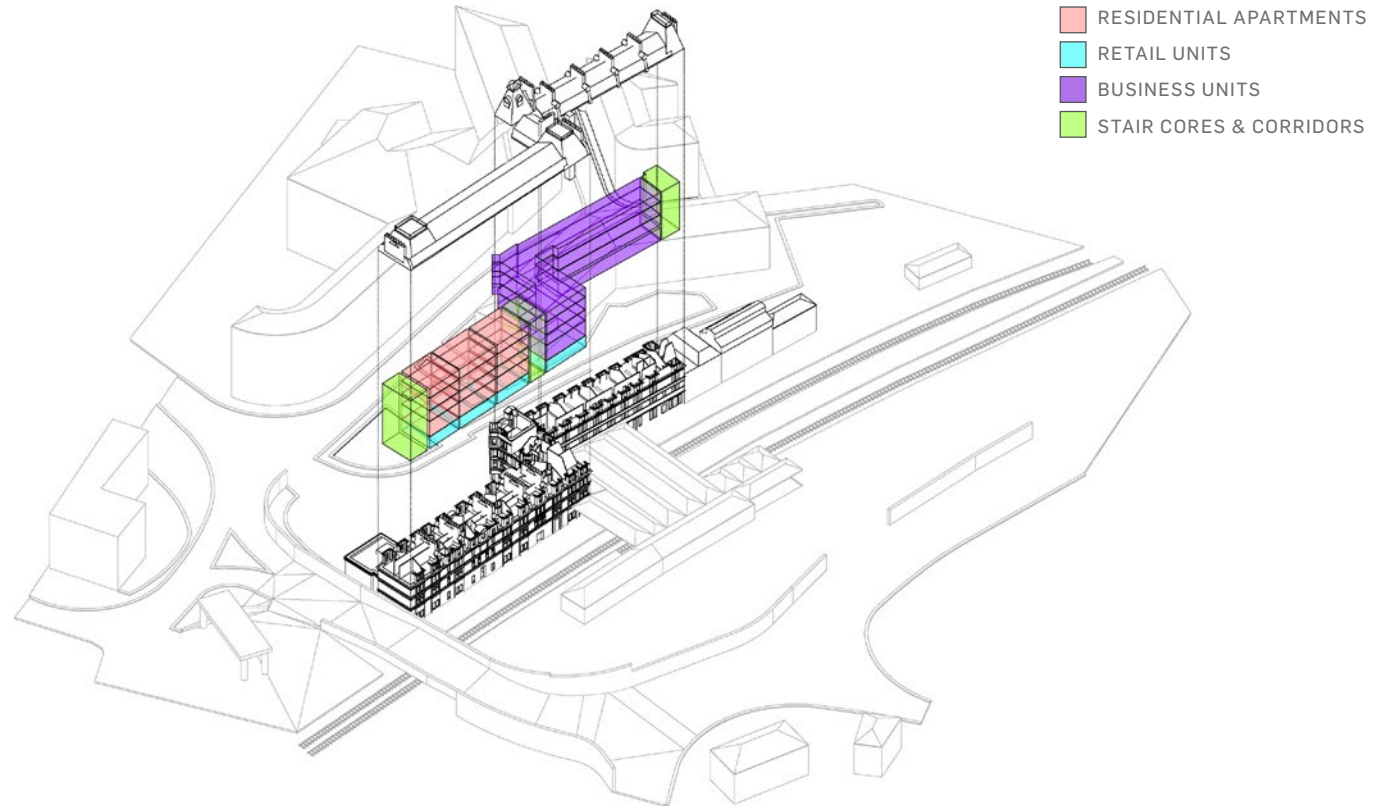
Option 5 – Potential Components

Active Ground Floor

- » 3 Commercial units @ AV 120m²
(3 With basements @ 120m²)
- » 1 reception/ entrance
- » Rail operator offices or 3 commercial units

Upper Levels

- » 3 Business units @ AV 230m²
 - » 9 Business units @ AV 90m²
 - » 9 Single aspect apartments @ AV 70m²
-
- » 3 x dispersed cores (incl original)
 - » Protected corridor access to rear
 - » New lifts & stairs within cores





OPTION 6 – MIXED USE 2: STUDENT RESI, HOTEL + LEISURE

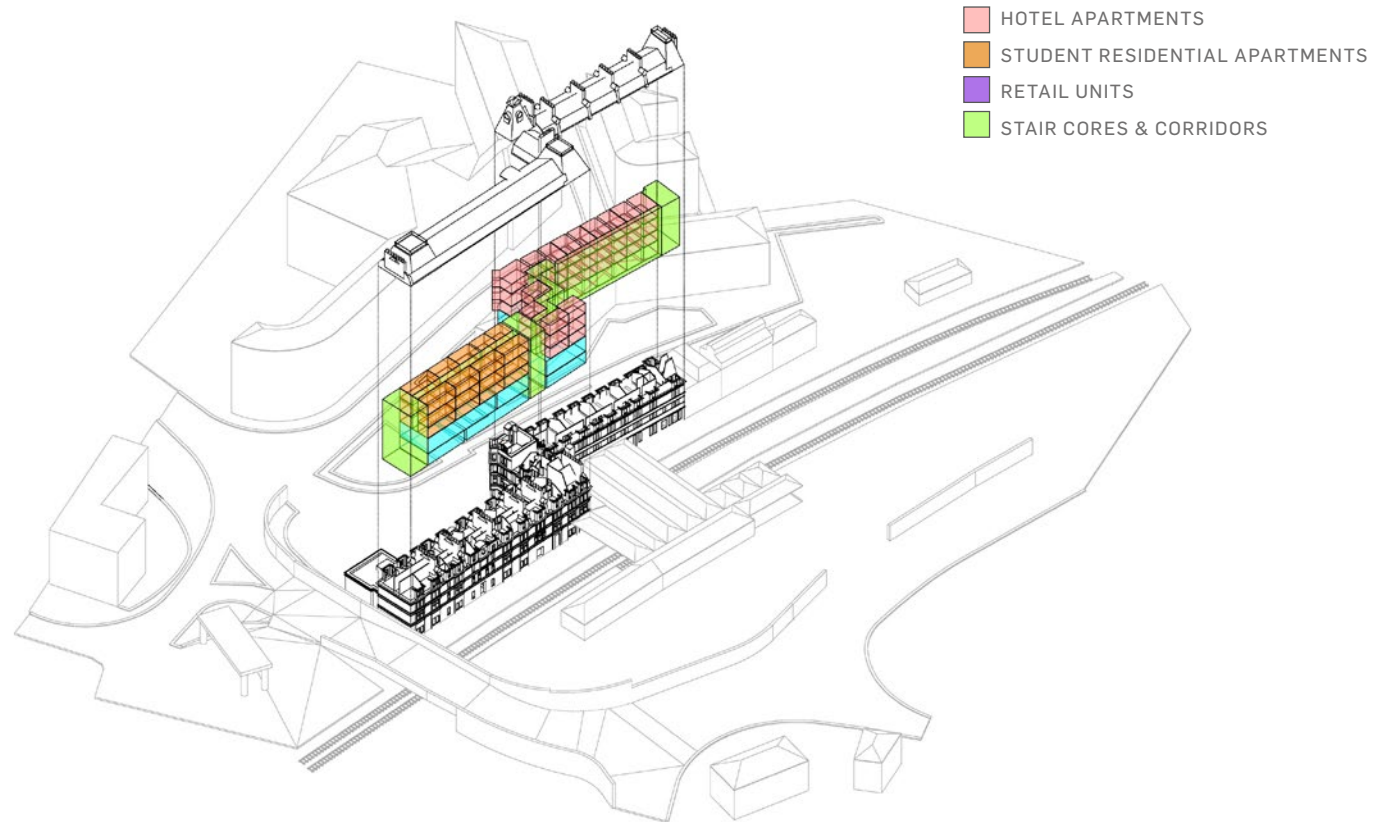
Option 6 – Potential Components

Partial Active Ground Floor

- » 3 Commercial units @ AV 100m²
(3 with basements @ 100m²)
- » 1 reception/ entrance
- » Rail operator offices or 3 commercial units

Upper Levels

- » 44 Hotel rooms @ AV 25m²
 - » 27 Student single bed apartments @ AV 25m²
-
- » 3 x dispersed cores (incl original)
 - » Protected corridor access to rear
 - » New lifts & stairs within cores





OPTION 7 – MIXED USE 3: HOTEL + LEISURE, BUSINESS CENTRE + LEISURE

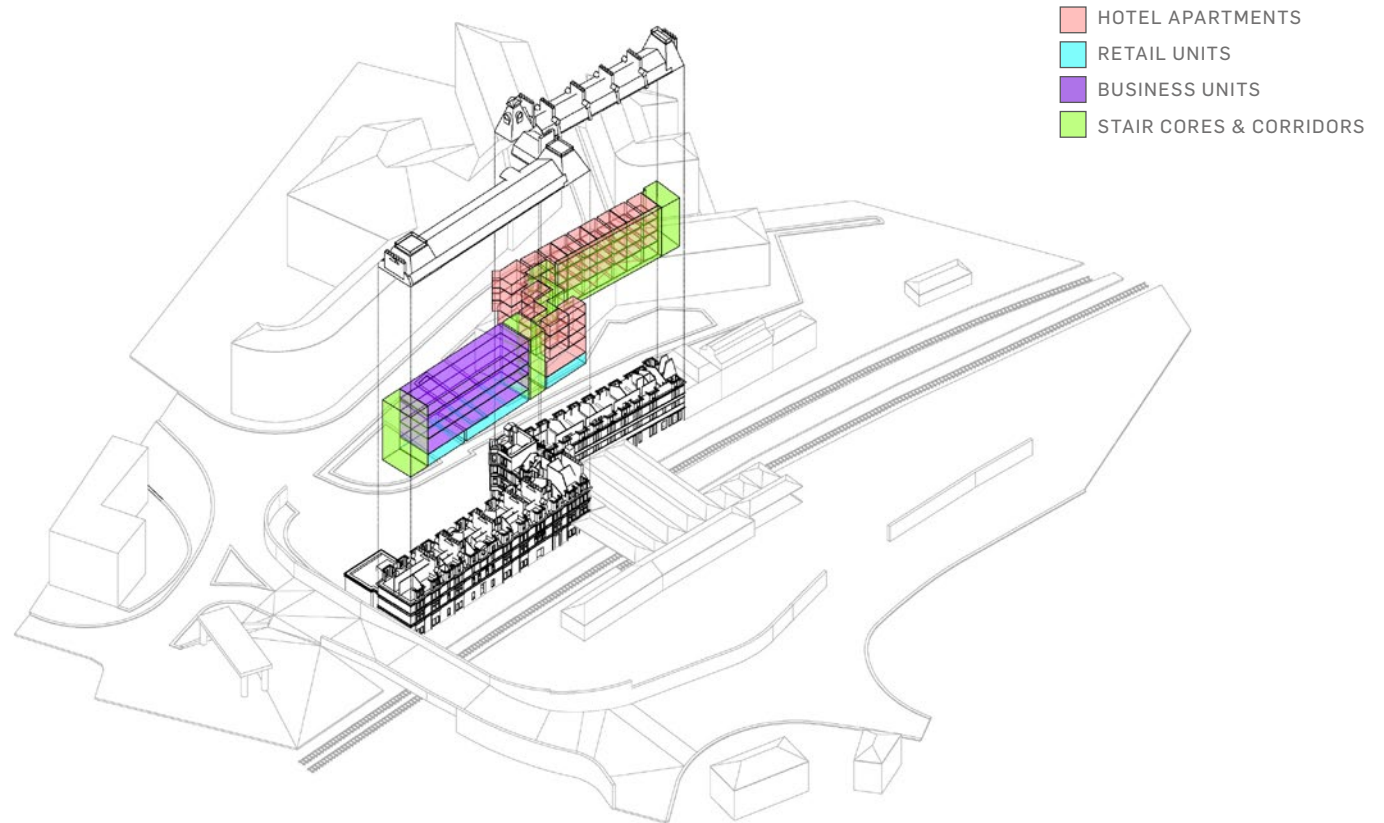
Option 7 – Potential Components

Partial Active Ground Floor

- » 3 Commercial units @ AV 100m²
- » (3 With basements @ 100m²)
- » 1 reception/ entrance
- » Rail operator offices or 3 commercial units

Upper Levels

- » 45 Hotel rooms @ AV 25m²
 - » 3 Business units @ AV 320m²
-
- » 3 x dispersed cores (incl original)
 - » New lifts & stairs within cores





Planning

Mixed Use 1 – 1 Wing Residential, 1 Wing Commercial + Retail, New Station Travel Hub + Public Realm

The proposed uses would be acceptable in principle due to the location of the site within the town centre and a mixture of uses within a development is encouraged by national and local policy due to the increased vibrancy and vitality that will result. The building is located within a preferred location for office development in the town centre. Residential use and potential café/restaurant uses at the ground floor would extend activity in the area beyond standard office opening hours which would increase footfall and safety. The ground floor retail/café/restaurant uses will serve station users, commercial tenants, as well as the new residents. Active frontages along the ground floor would be encouraged and potential spill out to create outdoor seating areas would benefit placemaking in the area and link well with the wider ambitions for public realm improvements at Burns Statue Square.

Beyond the individual use class issues already explored, potential impacts on residential amenity resulting from the operation of the commercial/business centre and retailing should be properly explored e.g. noise, potential conflicts in terms of access, parking and servicing. Although there will be flexibility for the uses proposed at ground floor level, amenity issues need to be considered given the proposed residential use above e.g. potential noise and smell issues.

Particularly if flues are required these should discharge at roof level which may not be possible and could adversely impact the appearance of the listed building.

The integration of a new travel hub and modern station would benefit wider sustainability objectives for the town and again, would have potential to link well with the ambitions for public realm improvements at Burns Statue Square to improve pedestrian access to the town centre. This would meet the provisions of LDP Policy: Public Transport and LDP Policy: Rail Investment.

The reuse of the building for this mixture of uses would require interventions within the exterior and interior with some notable features being lost, however there may be an opportunity to retain and reuse features. The retention of the listed building would likely outweigh the adverse impacts of any necessary interventions (subject to detailed design). The option is unlikely to have an adverse impact on the townscape and adjacent conservation area and there are numerous examples of successful modern alterations to listed buildings. This is relevant to Options 6 & 7 as well.

Mixed Use 2 – 1 Wing Student Residential, 1 Wing Hotel + Leisure, New Station, Travel Hub + Public Realm

The proposed uses would be acceptable in principle due to the location of the site within the town centre and a mixture of uses within a development in encouraged by national and local policy due to the increased vibrancy and vitality that will result.

The issues outlined in the above option are applicable to this option as well, particularly the potential conflict between uses and consideration of detailed issues such as car/cycle parking, access, servicing, amenity.

The site is sustainably located for student housing, within walking distance of Ayrshire College and the University of the West of Scotland (Ayr Campus). It was noted in discussions with the Council that there is only limited student accommodation currently located within the town centre, therefore there may be a need and demand for student accommodation here which should be explored further.

The potential residential amenity issues already noted under the “residential” use should be considered for the student residential use as well.

Mixed Use 3 – 1 Wing Hotel + Leisure, 1 Wing Retail/Community/Commercial, New Station, Travel Hub + Public Realm

The proposed uses would be acceptable in principle due to the location of the site within the town centre and a mixture of uses within a development in encouraged by national and local policy due to the increased vibrancy and vitality that will result. The issues outlined in the above option are applicable to this option as well.

12.7 Themes : New Station/ Transport Hub/ Business Hub

New Station, Transport + Business Hub

These options are proposed on the basis that the current floor area of c5000m² is a large floor area to develop with a single use with uncertain market demand. A range of functions which may have a local demand but which would benefit from co location with a complementary function as well as the adjacency to the station, should be considered. An integral part of all of these schemes is that the station is fully integrated alongside a wider opportunity to consider a transport hub. As the building alteration option is more radical, then the transportation hub can be more optimal for that specific function.

The Building

The building as it stands offers considerable limitations to accommodate a range of modern functions as well as an accessible and fit for purpose station and integrated travel hub. In considering more radical building alteration - partial demolition, façade retention, full site clearance – a wider range of options can be explored. In fulfilling the ambition of a more radical option for a transportation hub, then wider connections beyond the red line boundary would need to be considered as connectivity is a fundamental function of a transport hub.

Market Demand

There is undoubtedly a demand for an improved and expanded station with better connections to other transportation modes – taxi, buses, cars, bicycles – as well as better pedestrian flows and critically fully accessible access to all areas. Ayr station is critical to the economy of the town of Ayr and is integral in any ambition for growth and regeneration.

The station is currently poorly served and would not be considered to be as good as it could be. This is largely due to the constraints imposed by the dangerous condition of the Station Hotel building which has seen the loss of services such as the 'Bike n Go hire', limitations on taxi drop off/ pick up, limitations on bus connections, and general poor connectivity and onward travel to other transport modes and events in Ayr. A new and improved station with integrated transportation and connectivity would work well with leisure, retail, community and other complimentary functions to create a vibrant and lively destination and gateway to Ayr.



Placemaking/ Gateway to Ayr

Transportation, Community & Commercial 'Gateway'.

A development with a new station and transport interchange at the core would be well supported by a range of complimentary community and commercial uses, with a new station being a catalyst to wider regeneration as is evidenced in similar towns across the country.

Enhanced public realm integrated with a transport and rail interchange could be potentially transformative to the immediate area, resolving accessibility and connection issues to and around the station as well as improving the setting and onward connections to the town and wider area. The area around the station could have development potential to incorporate new build complimentary mixed use incorporating commercial, retail and community facilities.

Mobility -

The development of a 'mobility hub' with enhanced facilities, services and public information aimed at encouraging more sustainable travel. This include the co-location of wider transport modes (bus, taxi, bike, ferry) and existing SAC and CalMac services.

Community

Across Scotland there is a growing recognition that railway stations often play a greater role within communities, this has seen the development and introduction of a number of community-based initiatives into railway stations, examples include Kilmarnock a (community café, library) and Stirling (cycle hub). The inclusion of dedicated community space within the development could be consider to meet identified local needs/public services.

Commercial

There is some existing commercial space operating within the buildings of platform 4. The opportunity exists to provide a variety of new commercial space (retail, office/start-up, hotel accommodation) to meet identified local markets.



OPTION 8 – REMOVE NORTH WING : BUSINESS CENTRE, + RETAIL

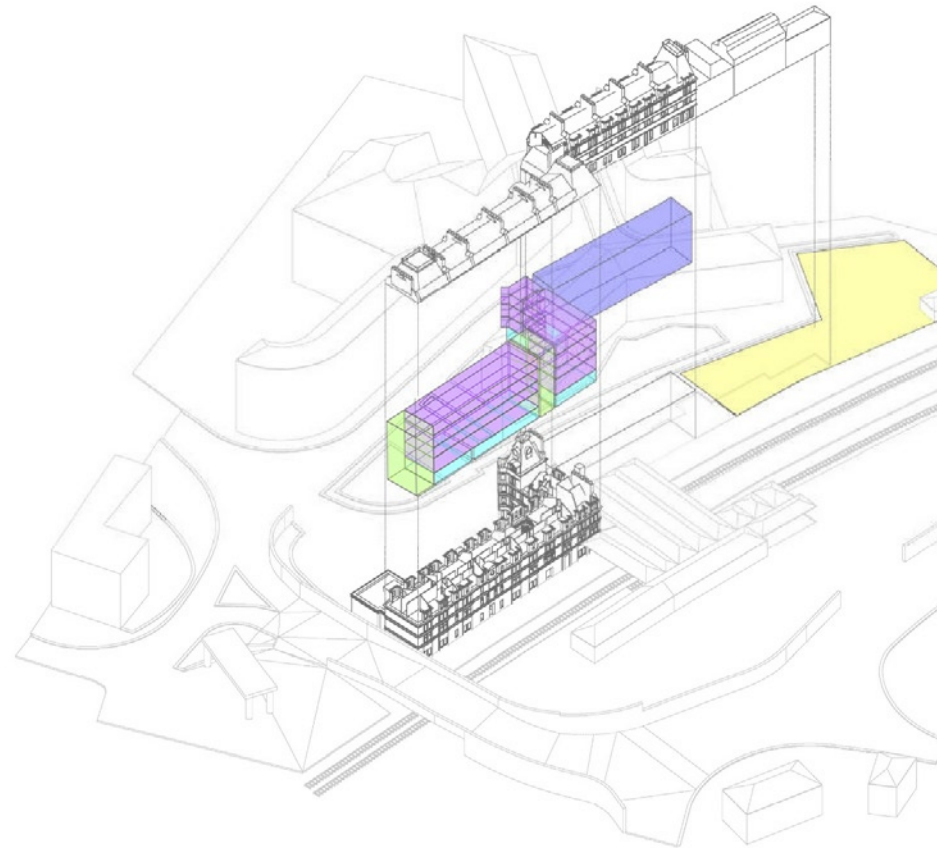
Option 8 – Potential Components

Partial Active Ground Floor

- » Station, concourse, retail @ 500m²
- » 4 Commercial units @ AV 100m²

Upper Levels

- » Rail operator offices (Stores, toilets) @ 500m²
 - » Station volume
 - » Business centre
-
- » 3 x traditional cores (Incl original)
 - » New lifts & stairs within cores



- RETAIL UNITS
- BUSINESS UNITS
- STAIR CORES & CORRIDORS
- RAILWAY STATION
- PARKING

OPTION 9 – REMOVE NORTH & SOUTH WING, RETAIN CLOCK TOWER: BUSINESS CENTRE

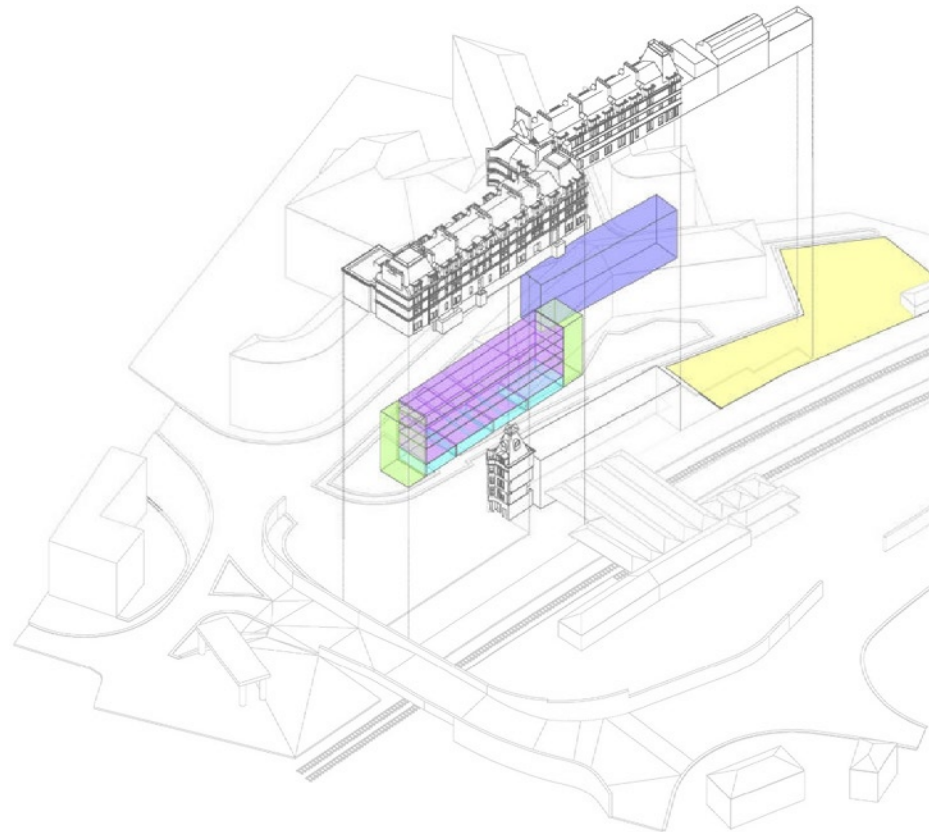
Option 9 – Potential Components

Partial Active Ground Floor

- » Station, concourse, retail @ 500m²
- » 4 Commercial units @ AV 100m²

Upper Levels

- » Rail operator offices (Stores, toilets) @ 500m²
 - » Station volume
 - » 3 business units @ AV 440m²
-
- » 2 x traditional cores
 - » New lifts & stairs within cores



- RETAIL UNITS
- BUSINESS UNITS
- STAIR CORES & CORRIDORS
- RAILWAY STATION
- PARKING

OPTION 10 – REMOVE ALL BUILDINGS: ADD STATION / TRANSPORT HUB / PUBLIC REALM

Option 10 – Potential Components

External

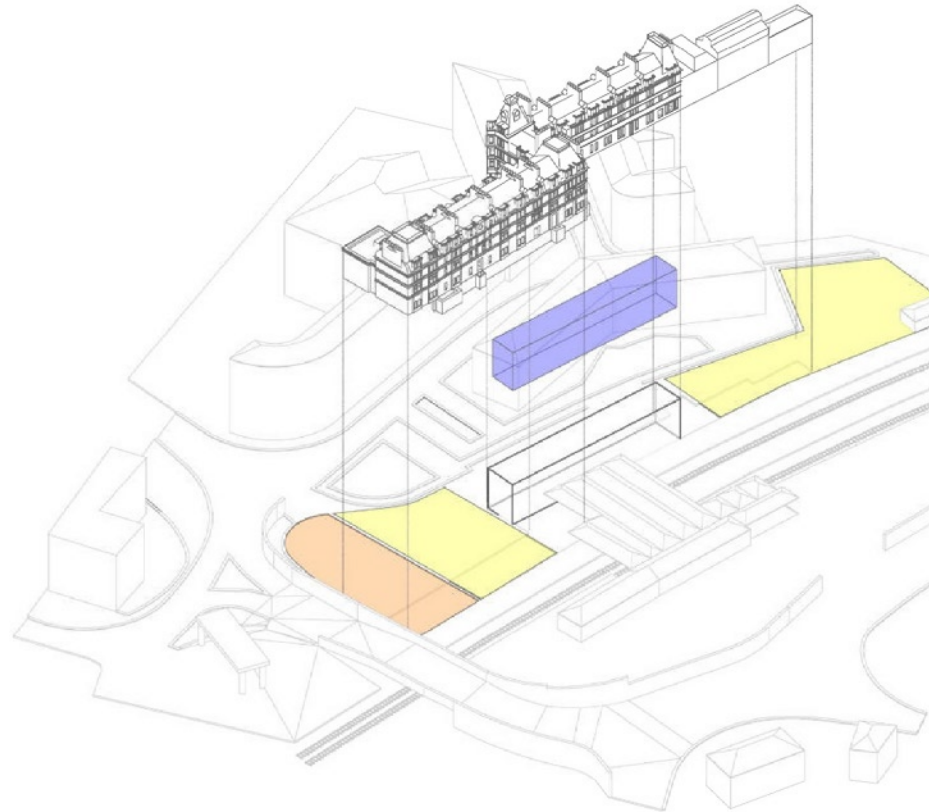
- » Parking
- » Taxi / Cycle / Bus drop off
- » Bridge and lift access to platform 4
- » Public realm

Active Ground Floor

- » Station, concourse, retail @ 500m²

Upper Levels

- » Rail operator offices (Stores, toilets) @ 500m²
- » Station volume
- » Business unit @ AV 500m²



- » TRANSPORT HUB
- » PUBLIC REALM / PARKING
- » RAILWAY STATION



Planning

Demolition

Improved connectivity and placemaking can be delivered with sensitive intervention in the existing setting with adjustments to the ground floor permeability of the building.

The demolition options offer further opportunity to generate extended public realm/ placemaking for the station and the wider town centre, particularly at this key gateway into the town. An integrated urban design solution could be found to create a more pedestrian/cycle friendly linkage with Burns Statute Square and the future reuse of this area as a civic space. These potential benefits would be more constrained with the conversion of the existing building alone.

These options also offer an opportunity to create new modern, fit for purpose development which could meet up-to-date policy requirements, particularly in terms of sustainability. Energy standards promoted under LDP Policy: Low- and Zero-Carbon Buildings will be applicable for each new build element. This policy does not appear to apply to the conversion of an existing building.

Design issues such as height, scale, massing and materials of any new development would need to be considered as part of the detailed design. Where sections of the building remain, new development should complement the listed building, and any new development should avoid any adverse impact on the adjacent conservation area. There are numerous examples and specific guidance from HES on modern design within heritage settings. Detailed issues such as overshadowing, daylighting, parking, potential amenity conflicts would all need to be assessed, particularly in relation to the existing environment and existing residential uses.

Remove North Wing – New Station, Public Realm, Refurb South Wing - Business Centre

The creation of a purpose-built station would be beneficial for Ayr. Residential use would be appropriate, however the issues previously discussed should be considered fully.

Depending on the detailed design, this option has the potential to deliver wider benefits for the town, particularly in terms of linking the redevelopment with public realm improvements at Burns Statue Square, improving the streetscape and pedestrian environment, as well as prioritising pedestrians and cyclists at this gateway site into the town and improving access.

Co worker offices and potential café/restaurant uses at the ground floor would extend activity in the area beyond standard office opening hours which would increase footfall and safety. The ground floor retail/café/restaurant uses will serve station users, commercial tenants, as well as the new tenants. Active frontages along the ground floor would be encouraged and potential spill out to create outdoor seating areas would benefit placemaking in the area.

The southern block is noted to be architecturally finer than the northern block. The north wing has numerous unsightly additions and alteration such as the external stair and adjustments to openings which all detract from the external quality of the building. However, the fabric condition of the southern block is in poorer than the northern block. This option would protect the exteriors of the southern block and clock tower, which would be retained and refurbished.

This option preserves the gateway portion of the building which is the mass of the building contributing to the urban form

The partial demolition would need to be informed by the various technical and viability assessments and will be required to be fully justified under the relevant statutory legislation and policies.



Remove South + North Block – Retain Clock Tower, New Station, Interchange, Public Realm, Business Centre, Leisure

The loss of the southern and northern wing would be a significant intervention in the listed building. The retention of the clock tower would be advantageous in heritage terms. The potential impact on the wider townscape and conservation area would be dependent on the new height, scale, massing and overall design of the new build replacement building.

The partial demolition would need to be informed by the various technical and viability assessments and will be required to be fully justified under the relevant statutory legislation and policies.

The benefits of the retail/leisure uses have been outlined previously, and the new purpose built commercial or business centre, as well as station would be appropriate uses.

Remove all buildings – New Station, Interchange, Public Realm, Business Centre, Retail

The business centre and retail uses would be appropriate. This option would generate significant benefits for the wider town in terms of improving access to the town centre, promoting sustainable & active travel, and providing a more pedestrian friendly public realm to link with the wider ambitions for public realm improvements at Burns Statue Square. The creation of a new transport hub would promote sustainability and the improved public realm will provide an attractive gateway into the town. The new retail/leisure uses on the ground floor have the potential to activate this new public realm through outdoor seating areas and active frontages, whilst extending activity throughout the day in this location.

The new station and interchange would meet the provisions of LDP Policy: Public Transport and LDP Policy: Rail Investment.

The demolition of the B-listed building represents a significant adverse impact on heritage and would need to be informed by the various technical and viability assessments and will be required to be fully justified under the relevant statutory legislation and policies.

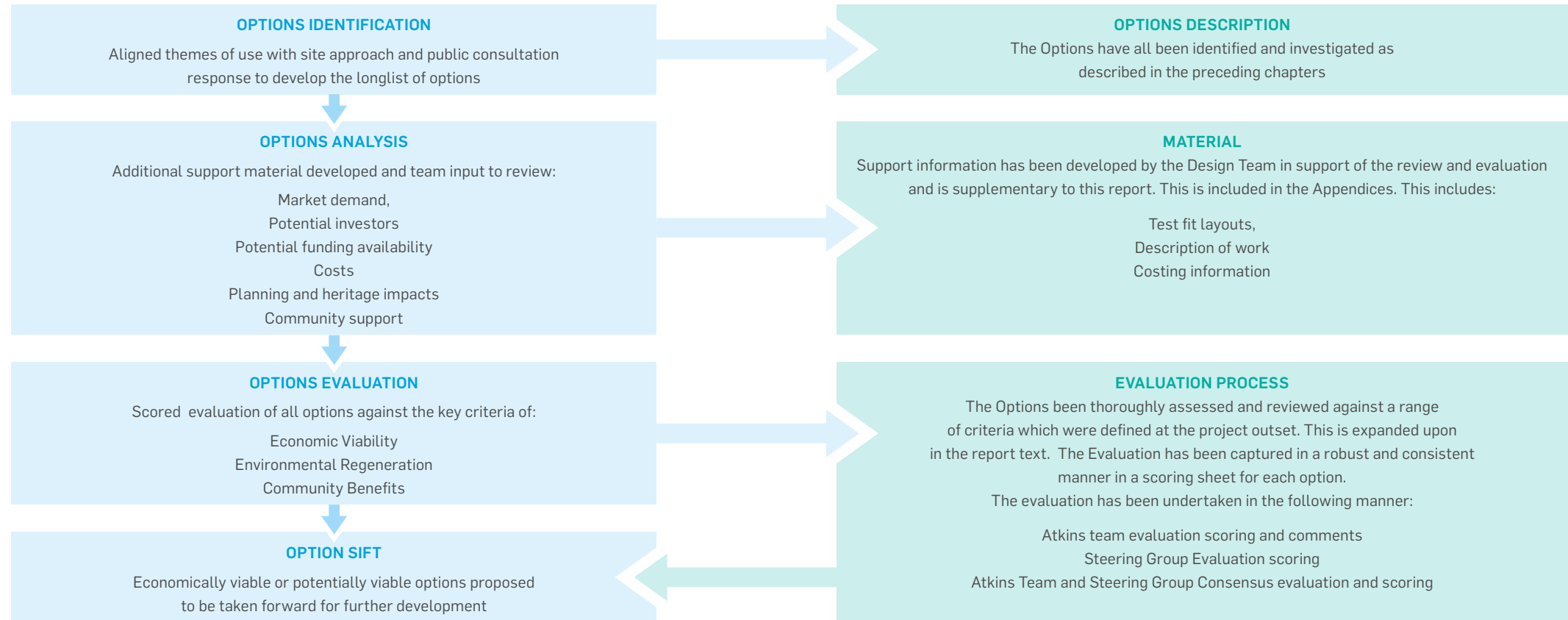


13.0

OPTION EVALUATION

13.0 Option Evaluation

13.1 The Process





13.2 Scoring

There is a range of evaluation criteria as set out at the project outset and this has been arranged into 3 categories.

A: Economic: 65%

It is a fundamental project remit that any proposed use of the building has to be economically viable. This is therefore weighted accordingly in any assessment

A.1 Funding Gap

This evaluation is captured in terms of the 'Funding Gap' – this is defined as the difference between the 'valuation upon completion' minus the 'Cost to construct' the work. In any commercially viable project, this will be a positive or neutral figure.

If the figure is negative, then the funding gap requires analysis as to what is an appropriate figure that supplementary public funding can provide. In discussion with HES we understand that dependent upon the importance of the building and public value of the project, in their experience the maximum heritage grant from HES has been £1m and even significant projects have much lesser sums granted.

A.2 Occupational Demand

This is an evaluation of identified or latent demand for this use

A.3 Investor interest/ potential funding

This is an evaluation of potential operators or potential funding streams.

B. Environmental : 15%

This is a range of criteria which evaluate the option against compliance with local Planning and Development Policies, Building Control, Heritage considerations and Placemaking

Scoring

AYR STATION HOTEL : OPTION LONGLIST EVALUATION SIFT

Scoring

B - Environmental		
Score	Standard	%
4	meets criteria/ very good	100%
3	Moderate	75%
2	Limited	50%
1	Minor	25%
0	Non compliant	0%

C - Regeneration and Community Value		
Score	Standard	%
4	Significant	100%
3	Moderate	75%
2	Limited	50%
1	Minor	25%
0	None	0%

C. Regeneration and Community : 20%

This is an evaluation of Community and business benefits, Community support and regeneration opportunity

A- Economic

A.1 Funding Gap (GDV- Capital Cost)		A.2 Occupational Demand		A.3 Potential Funding / Investor Interest	
4	publicly funded/ positive value >10%	4	significant	4	significant
3	neutral	3	moderate	3	moderate
2	<30% gap	2	Limited	2	Limited
1	<60% gap	1	Minor	1	Minor
0	>90% gap	0	None	0	None

OVERALL SCORING

■	1
■	2+3
■	4



13.3 Option Sift Consensus

This is the scoring of each of the options follow separate evaluations and then agreed at a consensus review.

AYR STATION HOTEL : OPTION EVALUATION SIFT

OPTION	Description	A: ECONOMIC CRITERIA			B: ENVIRONMENTAL				C: REGENERATION & COMMUNITY				TOTAL
		A1: Funding Gap	A2: Occupational Demand	A3: Potential Funding	B1: Building Standards	B2: Planning Policy	B3: Heritage	B4: Placemaking	C1: Connectivity to Town	C2: Business Enterprise	C3: Travel Connectivity	C4: Community Enhancement	
Option 1: Not developed for evaluation after initial demand review Options 2-7 include Station Reinstatement. Options 8-10 have new station and travel hub	Refurbishment: full refurbishment of building utilising existing structure. Façade retention: refurbish external shell and roof, new internal construction	45%	10%	10%		5%	5%	5%	5%	5%	5%	5%	100%
DO NOTHING													0%
1 Residential - Private	Refurbishment - All Building												
2 Residential - Social Landlord	Refurbishment: All building	0%	7.50%	5.00%	yes	3.75%	5.00%	1.25%	2.50%	2.50%	1.25%	2.50%	30.0%
3 Hotel	Refurbishment: All building	0%	2.50%	2.50%	yes	5.00%	5.00%	2.50%	2.50%	2.50%	1.25%	2.50%	26.3%
4 Business Centre	Façade retention: All building	0%	7.50%	2.50%	yes	5.00%	3.75%	2.50%	2.50%	3.75%	1.25%	2.50%	31.3%
5 Mixed Use 1: Residential South Wing / Business Centre & Retail, North Wing	Refurbishment South Wing Façade retention: North Wing	0%	7.50%	2.50%	yes	3.75%	5.00%	1.25%	2.50%	2.50%	1.25%	2.50%	28.8%
6 Mixed Use 2: Student Resi South Wing / Hotel & Leisure, North Wing	Refurbishment: All building	0%	2.50%	2.50%	yes	5.00%	5.00%	2.50%	2.50%	2.50%	1.25%	2.50%	26.3%
7 Mixed Use 3: Hotel, & Leisure, North Wing / Business Centre, South Wing	Refurbishment North Wing Façade retention: South Wing	0%	2.50%	2.50%	yes	5.00%	3.75%	2.50%	2.50%	3.75%	1.25%	2.50%	26.3%
8 Mixed Use 4 : Station + Business Centre, Retail & Residential	Demolition : North Wing Refurbishment: South Wing New Build: North Wing	22.50%	7.50%	5.00%	yes	3.75%	3.75%	3.75%	3.75%	5.00%	3.75%	5.00%	63.8%
9 Mixed Use 5: Station + Business Centre	Demolition : North + South Wing Refurbishment: Clocktower New Build: south + north wings	33.75%	10.00%	5.00%	yes	5.00%	2.50%	3.75%	3.75%	5.00%	5.00%	5.00%	78.8%
10 Station + Travel hub + Retail + Business Centre	Demolition: All building. New Build : All building	45.00%	10.00%	10.00%	yes	5.00%	0%	3.75%	3.75%	5.00%	5.00%	5.00%	92.5%

13.4 Summary and Next Steps

The scoring for all options is the result of a well considered and methodical approach, with clear guidelines for scoring to ensure all options are given equal attention. Multiple factors have been considered in the evaluation and these are of varying importance in the evaluation with the weighting attached to each component of assessment reflecting this

Economic Viability is a fundamental criteria for assessment of the identified options and for selecting options to take forward for more detailed study.

Refurbishment Options

Options 1-7 are all refurbishment options which identify restoration to hotel use or a range of other single or mixed uses which have an identifiable market demand and potential investor interest. However, the funding gap for each of these options ranges from £10-£25m which is in excess of 200% and upwards, of the final value of the property on completion. This funding gap in all of these options would therefore require either a private benefactor or public funding. Potential Public funding may come from a range of sources – local government or heritage bodies. As noted in the previous commentary, it would be unlikely that heritage funding could make up the full required sum and then only if it complied with the qualifying criteria.

Public Gap Funding of £10- 25m would be required to deliver a refurbishment option and under the terms of the project remit, which is to identify self funding solutions, none of these options therefore potentially meet the requirement for economic viability and would not normally be proposed to be taken further forward.

However private sector interest in the building has become apparent in recent weeks, together with some potential for heritage funding, and therefore it is considered appropriate that in view of this, a refurbishment option is taken forward for further consideration.

Funding / Investor demand

At present there is no appetite from investors to purchase hotel investments due to the impact of COVID19 as this sector of the market has been particularly impacted. In general there would be investor demand possibly for offices or retail uses in the town but this ideally would require to be guaranteed by a wrapper lease from the public sector which would be required to maximise the Gross Development Value upon completion. This is unlikely to be viable for the public sector to provide. Demand from housing associations is likely to exist for town centre sites where development is viable, but there will be other sites better suited than this one and this would struggle to attract sufficient interest even if the funding gap can be addressed.

Options 1-7 do not demonstrate economic viability and should not be taken further, however in view of recent private sector and heritage interest in the building as above, an option for the refurbishment of the building for student accommodation will be considered further.

Options 8- 10

These options all contain provision for a new station and as such, the evaluation has identified potential demand and potential funding for this component on this site. It should be made clear that potential public funding would specifically be for the new station provision and for no other uses unrelated to this provision.

These options have varying ranges of retention of the Station Hotel Building and those aspects would still require Public Gap Funding to make these components economically viable. The funding gap would be of a lower scale than the full refurbishment options and this means that the options are scored as potentially viable overall.

The scoring of options 8, 9 + 10 shows these options meeting a reasonable threshold of potential viability which merits further study to develop more detail around the aspects of economic viability and other aspects required of any proposal for the Station Hotel Building and the site

Options 8, 9 & 10 demonstrate potential economic viability and should be developed further in addition to the refurbishment option as noted above