

**South Ayrshire Council**

**Report by Depute Chief Executive and Director  
of Housing, Operations and Development  
to South Ayrshire Council  
of 15 December 2022**

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**Subject: Station Hotel Update**

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**1. Purpose**

- 1.1 The purpose of this report is to provide an update on matters in relation to the Station Hotel, Ayr and seek approval to progress with the service of a notice under the Building (Scotland) Act 2003.

**2. Recommendation**

**2.1 It is recommended that the Council:**

- 2.1.1 notes the outcome of the safety works option appraisal as detailed in the Mott McDonald *Station Hotel, Ayr - Safety Works under Section 29 of the Building (Scotland) Act 2003* report at Appendix 1;
- 2.1.2 agrees that Option 3 in the Mott McDonald Report – Demolition of the Southern Wing is the preferred option which should be taken forward for action under the Act;
- 2.1.3 requests officers to progress further actions required under Building (Scotland) Act 2003;
- 2.1.4 requests that members and officers seek to identify alternative sources of funding to fund the safety works in the event that the Council requires to carry out the terms of any notice;
- 2.1.5 agrees the continued funding at a cost of £207,000 from uncommitted reserves, until March 2023, of the ongoing necessary action under the Building Scotland Act to encapsulate the building;
- 2.1.6 notes the activity undertaken by the stakeholders and the Station Hotel Strategic Governance Group on the Atkin's Phase 2 Option Appraisal Review;
- 2.1.7 notes the ongoing engagement with interested action groups and potential developers of the building; and
- 2.1.8 requests that officers submit an update report to the Council in March 2023 on implementation progress.

### **3. Background**

- 3.1 Under the Local Government in Scotland Act 2003 it is the duty of South Ayrshire Council to secure best value in the discharge of its functions. In securing best value it is required to maintain an appropriate balance among:
- 3.1.1 the quality of its performance of its functions;
  - 3.1.2 the cost to the authority of that performance; and
  - 3.1.3 the cost to persons of any service provided by it for them on a wholly or partly rechargeable basis.
- 3.2 In maintaining that balance, the local authority shall have regard to:
- 3.2.1 efficiency;
  - 3.2.2 effectiveness;
  - 3.2.3 economy; and
  - 3.2.4 the need to meet the equal opportunity requirements.
- 3.3 Therefore, having due regard to this legislation it is appropriate that the Council reviews the discharge of its duties in relation to Section 29 of the Building (Scotland) Act, to establish if the current measures remain the most appropriate course of action and best value or if an alternative course of action satisfies the legislative requirements while being better value for the Council. To that end the Council's Building Standards Section commissioned a report by Structural Engineers Mott McDonald.
- 3.4 In 2018, a Notice under Section 30 of the Act was served on the owners of the Station Hotel Building requiring them to address some significant health and safety concerns relating to the condition of the building. As Mr Ung, the principal owner, failed to carry out the requirements of the notice, the duty to ensure public safety fell to the Council, as the Building Standards Authority. This has resulted in the necessary encapsulation works to ensure public safety.
- 3.5 Under the legislation outlined above, the Council, as the Building Standards Authority, has the legal authority to carry out works necessary to remove the danger for the protection of the public or property adjacent to the building. No works can be carried out to any property under this legislation unless it relates to the removal of a dangerous element of said property or adjacent property.
- 3.6 In March 2022, the Council appointed engineering consultants Mott McDonald to undertake a study to investigate solutions that would provide the minimum measures required to ensure public safety and comply with the Council's statutory duties under the Act and provide limited information on the cost implications to achieve this. Those solutions are considered below and detailed in Appendix 1.
- 3.7 In a parallel process, as Mr Ung failed to carry out the requirements of the notice, the Council has also participated in the Station Hotel Strategic Governance Group with the aim of finding a long-term future solution to the Station Hotel site.

- 3.8 The Station Hotel Strategic Governance Group (with membership comprising Network Rail, Transport Scotland, Scotrail and South Ayrshire Council) agreed in 2021, following publishing of the Feasibility Study, to further review potential options (Atkins - Phase 2 Option Review) for the re-development of the Ayr Station Hotel and site.
- 3.9 The Atkins - Phase 2 Option Review was commissioned and funded by Transport Scotland, on behalf of the Station Hotel Strategic Governance Group, and Atkins were appointed to carry out the work.
- 3.10 The Atkins - Phase 2 Option Review is now concluded and awaiting approval from the individual members of the Strategic Governance Group, thereafter the final report will be made publicly available.
- 3.11 At a meeting on 14 November 2022, the Depute Chief Executive and Director of Housing, Operations and Development assumed the role of Chair of the Strategic Governance Group, and led positive discussions in relation to how, in the absence of the building's principal owner Mr Ung, redevelopment of the site can be taken forward. The outcomes of those discussions and actions will be reported to the Council in March 2023.
- 3.12 The Council's recently established Station Hotel Member Officer Working Group met for the first time in August 2022 to consider the report and to review expenses incurred by the Council in terms of resource and funding in meeting its statutory obligations in relation to the Station Hotel.
- 3.13 It is noted that a significant amount of officer time, in particular from the Council's Building Standards and Legal services, has been allocated to attending to issues in relation to the Station Hotel, impacting on those services' ability to prioritise other matters.

#### **4. Proposals**

- 4.1 The Report prepared by Mott McDonald examines the potential solutions available to carry out the minimal works necessary to address the Council's obligations under the Act.
- 4.2 The viable public protection options which are considered in the report, comprise:
- 4.2.1 ***Option 1 - Maintaining the existing encapsulation.*** While this Option maintains public safety it provides no end date to the ongoing expenditure by the Council in carrying out its legislative requirements. The current cost per month of the encapsulation works is approximately £69,000. It is estimated by Mott McDonald that the budget cost for 5 years would be approximately £6m. The use of this option would require to continue until either:
- the Owner carried out the necessary safety works, or
  - a redevelopment of the site occurred; or
  - the building deteriorated further and additional measures were required to address the new circumstances.

- 4.2.2 **Option 2 - Partial Demolition and Implementation of the works required to stabilise the building.** This option includes the removal of the roof of the southern section of the building, installation of a new lightweight roof system and implementation of various remedial works to stabilise the building. This option provides a temporary solution to the structural problems which the building is currently experiencing and addresses the statutory requirements of the Council in relation to the Act. It does not provide a permanent solution for the long-term reuse of the building, as that is out-with the remit of the Building Standards Authority. It is also noted in the Report that there are potential risks once the roof is removed due to the unknown impact that such works would have on the stability and integrity of the lower floors and walls of the building. In addition, it is noted that the provision of a metal clad roof onto part of the B Listed building would be visually incongruous with the existing sandstone and slate roofed building.

While Option 2 has a significant upfront cost of approximately £7.4m it would address the current unstable aspects of the building and hence stop the ongoing cost for the encapsulation works, though it is noted there are potential risks relating to the integrity of the building during said works being carried out.

- 4.2.3 **Option 3 – Demolition of the Southern Section of the hotel.** This option would remove the section of the building currently under the encapsulation works. The report details that the building would require to be dismantled sequentially from the top down as opposed to mass or destructive demolition due to the proximity of the railway and the potential presence of harmful materials such as asbestos. While Option 3 has significant upfront costs of approximately £ 6.6m, it would permanently remove the unstable section of the building, however it would be a complicated process and would result in the loss of a significant part of the historic building.

- 4.3 An additional option was considered at the outset of the study but was discounted as being non-viable as it did not achieve aims of the Building Standards legislation. For clarity, this option was:

- 4.3.1 **Option 4 - Remove the encapsulation and retain the building in its current condition with an exclusion zone in place around the site.** This option was deemed unviable as it fails to protect the surrounding property from the danger of the unsafe building. Therefore the Council would be failing in our legislative duty under Section 29 of the Act. For Clarity said section requires that '**The local authority must carry out such work (including, if necessary, demolition) as it considers necessary—**  
(a) **to prevent access to the dangerous building and to any adjacent parts of any road or public place which appear to the authority to be dangerous by reason of the state of the building, and**  
(b) **otherwise for the protection of the public and of persons or property in places adjacent to the dangerous building**'.

- 4.4 It is recommended that Option 3 (Demolition of the South Section of the hotel) of the *Station Hotel, Ayr -Safety Works under Section 29 of the Building (Scotland) Act 2003 Report*, is considered the most appropriate, as it permanently addresses the unstable aspects of the building and puts a fixed cost (following a formal tender process) to the safety works required. Therefore, in the absence of any other viable scheme being brought forward, the Building Standard Authority should be requested to proceed with the appropriate next steps, including the service of further notices under the Act requiring the owner to carry out said works.
- 4.5 If agreed, the next steps in the proceedings are for the Council to serve Notice under the Act on the building's owners indicating the works that are necessary to remove the danger and a time period for doing so. If the owners fail to carry out the works the owners are guilty of an offence under the Act and the Council may require to carry out the work necessary to complete the work required by the notice and may recover from the owner any expenses reasonably incurred by it doing so.
- 4.6 Given the lack of previous response from the Owner of the building, there is every likelihood that the Council may, (though not legislatively required to), carry out the necessary works required under the Notice ie. demolition of the Southern Section.
- 4.7 As detailed in the Mott McDonald Report, the current estimated costs of the safety works are £6.6million. Members will be aware that the Council does not have sufficient reserves to fund such operations and it is proposed that members and officers are requested to explore additional funding from alternative sources, such as Scottish Government.
- 4.8 Network Rail have jointly funded the encapsulation costs with the Council until May 2022. Members previously agreed to fund the encapsulation costs until December 2022 and are now requested to extend this until March 2023 at an estimated value of £207,000 to be met from uncommitted reserves. Officers are continuing to pursue a shared funding agreement with Network Rail.
- 4.9 Members should be aware that Council officers have met recently with potential developers of the site and local action groups who have an interest in restoring the building and will continue to engage with them and any party who may have a potential solution for the site going forward.
- 4.10 It is recommended that officers bring a progress report back to Council in March 2023.

## **5. Legal and Procurement Implications**

- 5.1 As Members will be aware, the Council has been pursuing the recovery of sums owed by Mr Ung utilising both the British and Malaysian legal processes.,
- 5.2 Whilst the building remains in a dangerous condition there will be ongoing costs incurred by South Ayrshire Council whilst discharging their statutory obligations. Legal Services will continue to seek recovery of these sums.on an ongoing basis.
- 5.3 Following receipt of the structural report carried out by Mott MacDonald, Engineering Consultants and referred to above, Legal Services have sought the written Opinion of Counsel in respect of the Council's obligations under the Building (Scotland) Act 2003, together with the obligation to ensure best value in relation to public spending. Consideration will be given to the content of this Opinion by Legal Services with a view to best protecting the Council's position and an update will follow
- 5.4 There are no procurement implications arising from this report.

## **6. Financial Implications**

- 6.1 As the building remains in a dangerous state the Council is required to meet its duty under the Act. Therefore, in June 2022, the Council agreed to earmark funds from reserves to meet the full encapsulation costs for the period 1 May 2022 until 31 December 2022, subject to any agreement being reached with Network Rail or the Scottish Government to reimburse 50% of the costs of the encapsulation for this period. The cost for this 8-month period is approximately £590,000.
- 6.2 The ongoing costs of the encapsulation beyond December 2022 will require to be funded by the Council until either an alternative safety solution is implemented, or the Station Hotel site is redeveloped. Discussions are ongoing with Network Rail and Scottish Government in relation to the continued shared funding of the encapsulation costs. In the interim a further draw of £207,000 from uncommitted reserves is requested to meet the costs until 31 March 2023.
- 6.3 The Council has insufficient uncommitted resources to meet, the estimated cost of £6.6m for Option 3 -Demolition of the Southern wing of the building as identified in the Mott McDonald report and officers and members will seek to identify alternative sources of funding.

## **7. Human Resources Implications**

- 7.1 There are no human resources implications.

## **8. Risk**

### **8.1 *Risk Implications of Adopting the Recommendations***

- 8.1.1 There are no risks associated with adopting the recommendations.

### **8.2 *Risk Implications of Rejecting the Recommendations***

- 8.2.1 There is a risk that, if the recommendations are rejected, best value will not be delivered.

## **9. Equalities**

- 9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as Appendix 2.

## **10. Sustainable Development Implications**

- 10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy, or strategy.

## 11. Options Appraisal

- 11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

## 12. Link to Council Plan

- 12.1 The matters referred to in this report contribute to Commitments 4 and 6 of the Council Plan: South Ayrshire Works/ Make the most of the local economy; and A Better Place to Live/ Enhanced environment through social, cultural and economic activities.

## 13. Results of Consultation

- 13.1 Consultation has taken place with Councillor Martin Dowey, Portfolio Holder for Corporate and Strategic, Councillor Bob Pollock, Portfolio Holder for Economic Development, and Councillor Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment, and the contents of this report reflect any feedback provided.

## 14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Housing Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Implement further actions required under Building (Scotland) Act 2003 in relation to the proposed revised safety works	31 December 2022	Service Lead – Planning and Building Standards
Provide a further update to elected members	2 March 2023	Depute Chief Executive and Director of Housing Operations and Development
Explore alternative funding sources for the necessary works required under Option 3 outlined in the Station Hotel, Ayr – Safety Works under action 29 of the Building Scotland Act 2003 Report	2 March 2023	Depute Chief Executive and Director of Housing Operations and Development

**Background Papers**    **Report to Leadership Panel of 19 January 2021 – Former Station Hotel, Ayr (Members only)**

**Atkins - Ayr Station Hotel Feasibility Study February 2021**

**Report to Leadership Panel of 9 February 2021 – Former Station Hotel, Ayr (Members only)**

**Report to Leadership Panel of 16 March 2021 – Former Station Hotel, Ayr (Members only)**

**Report to South Ayrshire Council of 29 June 2022 – [Ayr Station Hotel Update](#)**

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**Date: 9 December 2022**

A large teal graphic on the left side of the page, consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized 'M' or a building structure.

# Station Hotel Ayr

Safety Works under Section 29 of the Building  
(Scotland) Act 2003

November 2022

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# Station Hotel Ayr

Safety Works under Section 29 of the Building  
(Scotland) Act 2003

November 2022

# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P1	31/08/2022	AJ	GR	GR	First Draft for Review
P2	10/10/2022	AJ	GR	GR	Client comments incorporated
P3	15/11/2022	AJ	AC	AC	Client comments incorporated
A	30/11/2022	AJ	AC	AC	Client comments incorporated and draft status removed

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# Contents

Executive summary	4
<b>1 Introduction</b>	<b>6</b>
1.1 Introduction	6
1.2 Location	6
1.3 Present Condition	7
1.4 Purpose of the Study	8
1.5 Study Support Tasks	8
1.5.1 Options Appraisal	9
1.5.2 Site Walkover	9
1.6 Provision of Costs	9
<b>2 Option Appraisal</b>	<b>10</b>
2.1 Option 1 – Maintaining the status quo (retaining the existing encapsulation)	10
2.1.1 Description	10
2.1.2 Pros & Cons	11
2.1.3 Assumptions	12
2.2 Option 2 – Partial Dointaking of the South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation	12
2.2.1 Description	12
2.2.2 Pro & Cons	13
2.2.3 Assumptions	14
2.3 Option 3 – Partial Demolition (South Section only) and Removal of Encapsulation	15
2.3.1 Description	15
2.3.2 Pros & Cons	15
2.3.3 Assumptions	16
2.4 Option 4 – Remove encapsulation and impose a safety cordon – Non Viable	16
2.4.1 Description	16
2.4.2 Option 4 - Remove encapsulation with Exclusion Zone	17
<b>3 Option 2 Cost Report</b>	<b>18</b>
3.1 <i>Cost Plan Summary:</i>	18
3.2 Principal Assumptions and Exclusions:	18
3.3 Key cost drivers:	18
3.4 Risks	18
3.5 Next steps:	19
3.6 Costs not provided by Mott MacDonald	19
3.6.1 Budget Encapsulation Costs	19
3.6.2 Option 3 Demolition Costs	19

4	Conclusion	20
A.	Options Appraisal Spreadsheet	22
A.1	Options Appraisal Spreadsheet – As concluded at MML/SAC/CPMS workshops dated 29/06/2022 & 05/07/2022	22
B.	Option 2 Outline Scheme	23
B.1	Option 2 outline scheme proposals in support of costing exercise	23
C.	Cost Report	24
D.	CPMS Encapsulation Retention Quotations	25

# Executive summary

Mott MacDonald were commissioned by South Ayrshire Council (SAC) to undertake a study to consider the options for public safety works necessary at Ayr Station Hotel.

South Ayrshire Council do not own the building, however they do have a duty to protect public safety, and to adjacent buildings, under section 29 of the Building (Scotland) Act 2003.

The aim of this report is to investigate solutions that will satisfy their statutory duties under the Building (Scotland) act 2003, with an assessment of the cost implications (where information is available) to achieve this.

The building was subject to a Dangerous Building Notice issued under Section 30 of the Building (Scotland) Act in March 2018 due to safety concerns pertaining to the condition of the structure. To date the building owner has failed to take appropriate action to make the building safe.

Due to the extent of structural defects uncovered when carrying out the safety works required by the Notice, South Ayrshire Council in consultation with strategic partners therefore took action under section 29 of the Building (Scotland) Act to instruct installation of an encapsulation structure to prevent access to the dangerous building and protect the public and property in places adjacent to the dangerous building.

The encapsulation structure was intended as a temporary solution until the building owner took appropriate action to make the building safe, however to date no works have been undertaken.

The encapsulation of the building imposes an ongoing cost burden to the council,. As such they seek to investigate options for more cost-effective ways of maintaining public safety as required under the Act up to the point final proposals for the site are implemented.

On the basis that the current building owner transfers the land and building to a public body it is understood that long term options for the site and the building are subject to consideration by a wider Governance Group comprising South Ayrshire Council and other Stakeholders, including Network Rail, Scotrail, Transport Scotland and the Scottish Government. These options are being developed on the basis of a feasibility report commissioned and prepared by others. Due to uncertainty and risk as to what the final solution will be for the site, no cognisance of potential final development options was considered during this study.

The options developed with SAC which are considered in the report, comprise:

- **Option 1** -Maintaining the status quo (retaining the existing encapsulation)
- **Option 2** -Partial Downtaking of South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation.
- **Option 3** -Partial Demolition (South Section only) and Removal of Encapsulation
- **Option 4** -Remove the encapsulation and retain the building in its current condition with an exclusion zone in place around the site.

In support of the study a limited costing exercise was undertaken. SAC and other stakeholders have current available costs from other sources for a number of the options within the study therefore the Mott MacDonald scope for the costing exercise was limited and as defined in the report.

To allow the options to be developed various assumptions were applied. These assumptions vary between the agreed options depending on their validity and are noted in the body of the

report, however, there are a number of key assumptions which apply and are constant in the development of all options. These include:-

- The condition of the existing building is presently in a similar state to the as surveyed condition recorded in the 2019 Mott MacDonald independent report (Doc Ref 399316-MMD-00-00-RP-S-001). Any proposal to remove the encapsulation or alter the building would require an updated structural survey to inform the works.
- The existing access scaffold and encapsulation is in a serviceable condition and as an entity is capable of remaining in use without major modification in the short/medium term.
- The condition of the Clock Tower and North block will require minimal remedial works only.
- The internal condition and form of the building is not known beyond limited survey information provided from the 2019 independent survey. Assumptions have been made on internal conditions which would require verification before any further option development.
- Options 2&3 are assumed to require disruptive access to the railway line to allow the works to be undertaken. An application for this would need to be made to Network Rail and would be subject to their approval. It has been assumed that a period of approximately 18-months would be required from point of application to Network Rail to the eventual implementation of the disruptive access arrangements. During this time the encapsulation frame would require to remain in place and be maintained.

# 1 Introduction

## 1.1 Introduction

Mott MacDonald Limited have been appointed by South Ayrshire Council (SAC) Building Standards Service to undertake a study considering the options to protect public safety due to the dangerous condition of the Ayr Station Hotel Building which was subject to a Dangerous Building Notice in 2018. The report will consider the most appropriate way to discharge the duties of South Ayrshire Council Building Standards Service under the obligations set out in section 29 of the Building (Scotland) Act 2003. The report will provide limited information (where information is available) on the cost implications to achieve this.

The building is currently protected by an encapsulation structure which was intended as a temporary solution until the building owner took appropriate action to make the building safe, however to date no works have been undertaken. Encapsulation of the building imposes an ongoing excessive cost burden to the council. As such they seek to investigate options for more cost-effective ways of maintaining public safety.

This subsequent appointment follows the issue and completion of a commission to provide an independent report produced by Mott MacDonald and issued to SAC in Oct 2019 (Doc Ref 399316-MMD-00-00-RP-S-001).

Based on the information available to inform the report and the limited cost data available for some options to inform the study, the report will draw preliminary recommendations on the merits of each option and present the preferred solution based on the requested scope. It is noted that in some cases costs and assumptions require validation to allow final conclusions to be drawn. It is understood that this will be undertaken by SAC and the governance group in future stages.

Following issue of the Mott MacDonald independent report (Doc Ref 399316-MMD-00-00-RP-S-001) a Governance Group consisting of SAC, Transport Scotland (TS), Network Rail (NR) and Scotrail/Abelio (SR) was assembled to consider the future proposals for the building and site. To support these aims, a consultant was commissioned by the governance group to undertake a feasibility study to examine potential options for the development of the site. At the time of writing their report was not available to permit review by Mott MacDonald .

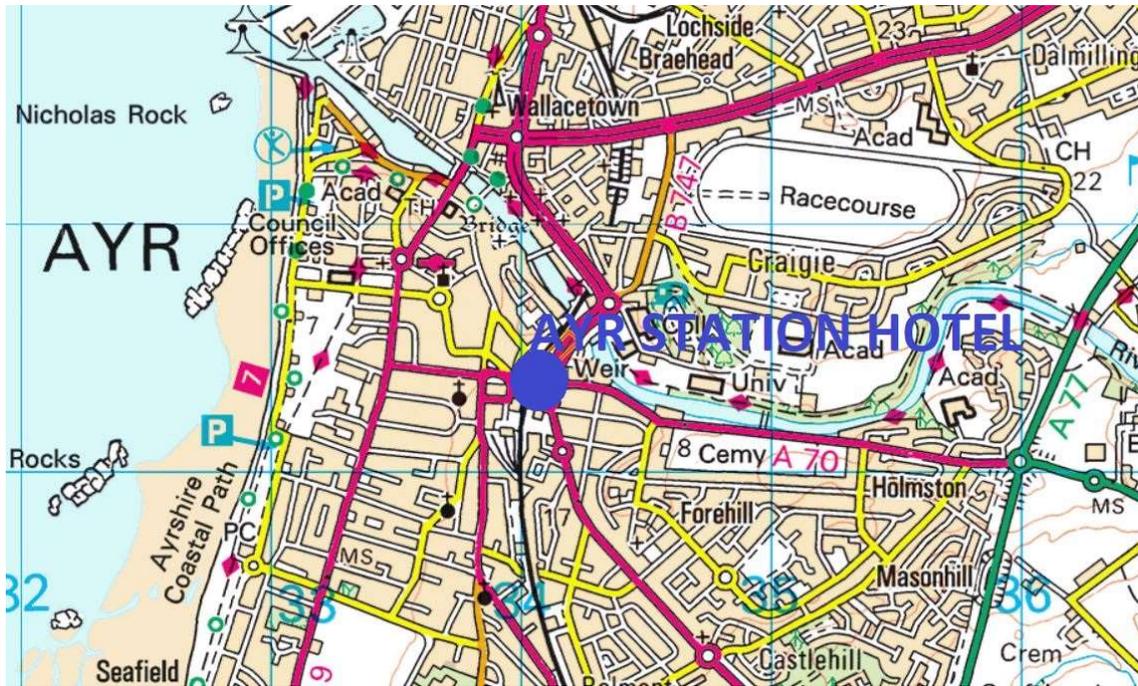
It is understood that possible long term solutions for the site and building will be considered and developed by the governance group based upon the feasibility report and any other future work that may be deemed necessary and commissioned by the governance group. The timescales for any decisions on the development of the site are unknown and would be subject to legal matters pertaining to private ownership of the building, however would likely be in excess of a year.

This study considers the options available to South Ayrshire Council Building Standards Service to maintain public safety in the interim period between now and the implementation of any agreed final development options to satisfy the obligations of the Building Scotland Act 2003.

## 1.2 Location

Ayr Station Hotel is located Smith Street in Ayr town centre. KA7 3AT. The building is a B listed building understood to have been constructed circa 1885. The building is connected to and borders the west side of Ayr train station.

Figure 1.1: Ayr Hotel Location



Source: Streetmap

### 1.3 Present Condition

The Station Hotel building is historic dating from the mid to late 18<sup>th</sup> century with a number of extensions and alterations in subsequent years. The building is a category B Building, listed by Historic Environment Scotland (HES). The original building is understood to have operated as a railway station and hotel.

For the purpose of descriptions in this report the principal sections of the building are referred to as; the north section, the south section and the Clock Tower.

The hotel is understood to have ceased trading in 2013. In the interim the south section of the building and part of the north section have remained closed and appear to have had little or no meaningful external or internal maintenance. Consequently, sections of the building have fallen into a largely dilapidated state.

The building was subject to a Dangerous Building Notice issued under section 30 of the Building (Scotland) Act in 2018 due to safety concerns pertaining to the condition of the building. The building owner failed to take appropriate action to make the building safe, and therefore as required SAC instructed necessary safety works outlined in the Notice. It became clear when carrying out these works that the South Section of the Building was in a more structurally unsound condition. South Ayrshire Council therefore took action under section 29 of the Building (Scotland) Act to instruct installation of an encapsulation structure to prevent access to the dangerous building and protect the public and property in places adjacent to the dangerous building.

Some of the major works carried out to protect public safety included:

- Erection of a full height scaffold and roof arch framing to both sides of the structure and the roof. Fan scaffolding was installed on trackside to protect the line and platform from any falling material.
- The scaffold framing was overlaid with a full fabric encapsulation.
- Removal of defective stonework, metalwork and timberwork to limited sections of the building.
- Netting of limited sections of the building face.

The North block on trackside has also been netted to reduce the risk of falling debris.

These protection works installed in 2018 and the ongoing costs associated with maintaining the encapsulation were funded jointly by SAC and SG/Network Rail until May 2022.

## 1.4 Purpose of the Study

The current encapsulation of the building imposes an ongoing cost to SAC and SG/Network Rail. This ongoing cost of protecting the public from a privately owned dangerous building is not within the financial means of South Ayrshire Council. As such SAC seek to investigate cost-effective ways of public safety in places adjacent to the dangerous building.

The study will examine a number of options available to protect the public in the interim period between now and any long-term development solution for the site. Within the scope of the study the options will consider each solution in terms of practical, technical and cost considerations (where information is available).

Options presented will be assessed on their relative merits in isolation with no cognisance of potential final development option being considered under conclusion.

With this in mind, the study will consider three options to achieve this objective, as follows:-

- Option 1 - Maintaining the status quo (retaining the existing encapsulation)
- Option 2 - Partial Downtaking of the South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation
- Option 3 - Partial Demolition (South Section only) and Removal of Encapsulation

These three options noted above will be discussed further in Section 2

A fourth option was considered at the outset of the study but was discounted as being non-viable as detailed in Section 2.4. This option was:

- Option 4 - Remove the encapsulation and retain the building as-is with an exclusion zone in place around the site.

As noted the aim of this report is to investigate solutions that will satisfy SAC building standards statutory duties under the Building (Scotland) act 2003 and the options focus on the factors that will satisfy this requirement. As such the heritage aspects of the building and the relative merit of each of the options with regards the heritage aspects is not considered. It is noted that further dialogue with Historic Scotland and other stakeholders would be required to consider these aspects separately.

## 1.5 Study Support Tasks

A number of tasks were undertaken in advance of the option development to support and inform the study as discussed in the following sections

- Options Appraisal
- Site Walkover (undertaken on 19/05/2022)

### 1.5.1 Options Appraisal

The purpose of this exercise was to present and consider the pros and cons of each option. An options appraisal table was developed to record the findings and is included within Appendix A

### 1.5.2 Site Walkover

The original Mott MacDonald independent report was based on a visual inspection of the building undertaken in 2018-2019. In the absence of any updated information the assumption taken in the development of the options was that the present condition of the building remains as noted in these original surveys. To increase confidence in this assumption a walkover of the existing encapsulation frame was undertaken at the outset of the study.

The walkover included a cursory visual inspection of the prime defects noted in the independent report to ascertain if significant deterioration has occurred in the period between the original report and the present time. No intrusive surveys or access internally was afforded or made during these inspections.

From the walkover inspections no evidence of significant worsening of the external defects was noted and as such the assumption has been made that the building condition is similar to that noted in the independent report provided in 2019-

Prior to development of any future public safety works a more detailed survey of the building would be required to verify this assumption, identify additional defects subsequent to the 2019 structural report and support the development of any detailed design proposals.

## 1.6 Provision of Costs

The study will consider each option and in support of the study a limited costing exercise was undertaken.

SAC have available costs from other sources for some of the selected options, therefore the Mott MacDonald scope for the costing exercise was limited and as defined in the table below.

**Table 1.1: Cost Provision Table**

Option	Note
Option 1	No costing exercise undertaken by Mott MacDonald. Costs provided by CPMS based on current encapsulation costs and included within the report for information.
Option 2	Costing exercise undertaken by Mott MacDonald in support of the study and included within the report
Option 3	No costing exercise undertaken by Mott MacDonald. Costs understood to be available to SAC based on feasibility studies (undertaken by others). Approximate cost noted in the report provided by SAC
Option 4	No costing exercise undertaken by Mott MacDonald. Non-viable option therefore costs not required

The cost report is provided within Appendix C .

## 2 Option Appraisal

The three selected and agreed options are described in further detail below:

### 2.1 Option 1 – Maintaining the status quo (retaining the existing encapsulation)

#### 2.1.1 Description

The building is currently protected by an encapsulation structure comprising a scaffold (with access stairs, ladders and platforms) located to all sides and roof of the Southern Block of the hotel building. The encapsulation provides access and support for an outer protective Dessa Plas PVC sheeting. The primary purpose of the encapsulation is to protect the public from the risk of falling material/debris from the building. The encapsulation shields the building from ongoing environmental factors including adverse wind loading to minimise risk of material becoming loose and falling on to the publicly accessible areas below. The encapsulation also serves to contain any small pieces of material that may fall from the building. The encapsulation has been in place since 2018.

Option 1 considers retention of the encapsulation structure in its current form on the assumption that it will remain in place until any final site development proposals have been developed and are implemented. Continuation of protection of the structure is assumed to be afforded through this option, without any major physical design changes proposed.

The encapsulation has been in place for approximately 4 years, since late 2018. It was designed as a short term temporary structure with an intended life of 12 months. However, it may have a practical design life in excess of this, subject to programmed inspections. The encapsulation may continue to be serviceable in the medium term, however some individual components such as the sheeting and scaffold boards may require periodic replacement to assist in the performance and extension of practical design life.

Works required to retain the Encapsulation to maintain the status quo are likely to include:

- Programmed maintenance and structural inspections of the encapsulation throughout its life. Currently it is understood that inspections are undertaken on the following basis:
  - Weekly scaffold inspection
  - 3 monthly structural inspection
  - Additional inspections within a minimum of 7 days following extreme weatherIt is anticipated that this requirement will continue through the life of the encapsulation protection measures.
- Partial sheeting repair / replacement. The encapsulation sheeting is formed from two materials. The majority is formed from Dessa Plas PVC sheeting made of modular sections supported from the scaffold frame. At the ends of the building and other irregular areas a Polyethylene sheeting is used.
  - The PVC sheeting has a design life of 7 years. It is likely that a proportion if not all of the PVC sheeting will require remediation/replacement at year 7.
  - The Polyethylene sheeted areas have a design life of 6 months. It is likely that these areas will continue to require replacement every 6 months throughout the life of the encapsulation.

- Other individual elements such as scaffold boards will likely require replacement after their design life has ended. This is understood to be circa 7 years.
- The scaffold members are likely to have significant residual design life, however, remedial measures may be required to maintain the scaffold frame in the medium/longer term. This could include:
  - Replacement of joint connections
  - Replacement of individual scaffold members as required.
  - Inspections of the condition of scaffold footings and localised formation levels, including any paving, or associated hardstanding directly below and in the proximity of the scaffold footings.

These requirements would be dictated by the ongoing maintenance inspections.

## 2.1.2 Pros & Cons

The full list of pros and cons for each option are included within the options appraisal document included in Appendix A. The key points extracted from the options appraisal are noted below:

### 2.1.2.1 Pros

- Encapsulation is a known entity. Functionality, current costs and future requirements are established, provided a programme of inspections are maintained to ensure adequacy and extension of the practical design life.
- The encapsulation option has been approved by stakeholders. No further disruption to the railway/approvals/agreements are anticipated to be required whilst encapsulation remains in place.
- Existing hotel building is retained and may be refurbished by others in the future

### 2.1.2.2 Cons

- There will be a significant ongoing cost to the public purse
- Potentially an open-ended cost, as there is no certainty on when any future site proposals would be developed and implemented.
- The encapsulation will incur additional costs through its life including costs associated with maintaining the encapsulation, replacement of elements and surveys etc.
- Can be considered a temporary measure only as it does not deal with the building defect
- Fire and vandalism risk remains. The encapsulation is protected by means of fencing and hoarding and is covered by CCTV surveillance, however numerous security breaches have been experienced during the last few years. The risk of someone becoming trapped inside the dangerous building is significant. The risk of fire raising deliberately or otherwise poses significant risk to the public. Emergency services including Scottish Fire and Rescue Services and Police Scotland have conducted risk assessments which demonstrate significant difficulty in fighting fire. The building is not safe to access, or conduct a rescue operation due to the dangerous condition of the structure
- There is a H&S risk associated with the requirement to work close to and potentially within the building to facilitate surveys, undertake remedial and maintenance works.

### 2.1.3 Assumptions

Key assumptions used in the development of Option 1, are as follows:

- The existing scaffold and encapsulation is currently in a serviceable condition and as an entity is capable of remaining in use without major modification.
- The condition of the existing building is in a similar state to the as surveyed condition recorded in the 2019 Mott MacDonald independent report. Any further options development works would require an updated structural survey to inform the works.

## 2.2 Option 2 – Partial Downtaking of the South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation

### 2.2.1 Description

Option 2 allows for the removal of the existing encapsulation. It assumes this be achieved through the implementation of safety works required to protect the public.

Option 2 also assumes that any safety works implemented would be limited to the minimum required to protect public safety to facilitate removal of the encapsulation. Option 2 does not include for any full or partial restoration of the existing building or any aesthetic improvements to the building.

Option 2 further assumes that the North block and the clocktower will be retained with minimal intervention.

The timescale and programme for developing and implementing final solutions are unknown.

It is noted that option 2 may be difficult to implement due to constraint issues associated with working so close to an operational railway. In addition, it is noted that timescales for this option are difficult to estimate due to the requirement to interface and gain approvals from other stakeholders, including Network Rail, Scotrail and Transport Scotland.

In support of the costing exercise and to allow quantities to be estimated, the potential preliminary requirements for a solution in line with the ethos of Option 2 have been developed and recorded Appendix B. The exact requirements and their extents would be subject to further surveys (for example internal structural, timber rot, asbestos surveys etc) and further development of the outline design presented. A brief summary of the potential works are as follows:

- Removal of building components that are in a condition where it is considered that retention endangers the integrity of all or elements of the structure. This may include:
  - Removal of the existing timber roof structure to the South Section of the structure.
  - Limited downtaking of chimney stacks to bring down to a level where temporary stability of the chimneys can be achieved. The remaining chimney head would be strapped and braced to stabilise.
- Remediation of significant existing building defects to mitigate risks to protect public safety. This could include:
  - Crack stitching of significant masonry cracks to the trackside elevation possibly by the insertion of resin fixed helifix (or similar masonry crack repair products) bars across the cracks.
  - Removal/replacement/resetting of individual defective masonry elements.

- Boarding up of windows and other access points
- Removal of localised masonry units where defective steel inserts may have caused bursting due to deterioration / corrosion.
- Internal remedial works necessary to stabilise the building façade defined by the findings of future internal structural assessment surveys.
- Installation of a new RC capping beam around the perimeter of the south building at wall head level at areas to provide a substrate for fixing the new roof system.
- Introduction of a lightweight, robust roof framing system mounted from the new RC capping beam. The purpose of the new roof would be to protect the building from adverse weather conditions in lieu of the encapsulation to prevent further deterioration and to protect the public. The new roof would span across the width of the building similar to the existing.
- Additional steel framing would likely be required to stabilise the partially retained chimney stacks and the clock tower.
- Installation of a new rainwater disposal system including gutters and downpipes with tie-ins to the existing downpipes and below ground drainage system.
- Making safe the existing building against unwarranted access. This could include remedial netting of remaining structure, boarding up of windows and other access points.

### 2.2.2 Pro & Cons

The full list of pros and cons for each option are included within the options appraisal document included in Appendix A. The key items extracted from the options appraisal are noted below:

#### 2.2.2.1 Pros

- Option 2 is a relatively low-cost solution once erected. Substantial ongoing costs associated with the encapsulation hire, maintenance and remedial costs would be removed.
- The proposed roofing system would be relatively straightforward to remove if a refurbishment proposal was developed in the future.

#### 2.2.2.2 Cons`

- Option 2 is complex and difficult to implement due to the constraints imposed by the restricted access and neighbouring operational railway environment. It will require a lengthy disruptive access to the railway to allow works to be undertaken.
- Necessary works to the internal structure to stabilise the building ahead of the new roof installation will be complex and difficult to implement due to the dangerous condition of the building.
- Partial dewatering and provision of a lightweight roof does not provide a permanent solution. It does not address the known internal structural defects, therefore it is still unsafe to access. Installation of security fencing and ongoing costs associated with the maintenance of this and the CCTV surveillance to deter access into the building would be ongoing
- Any further development proposals would likely include removal of the lightweight temporary roof to replace it with something more aesthetically acceptable and in accordance with the planning requirements, thereby imposing additional effort or double handling of and cost. The defects or other works do still have to be remediated during future works.
- The removal of the roof could result in collapse of this section of the building.
- Approvals for any disruptive access to the railway to facilitate these works may take up to 18 months. The encapsulation as existing will be required to remain in place up to the point that dewatering works commence, incurring additional costs over and above the actual proposed Option 2 works.

- Approval from NR and other stakeholders would be required. Given the current status of the project it is possible that NR will not support option 2 as it does not address the other known defect issues with the building and would require further disruption and cost to undertake maintenance and any refurbishment / developments at a later date.
- Option 2 offers a partial solution only. Any future development proposals will still require interfaces and approvals from stakeholders such as NR, ScotRail, Transport Scotland and Heritage Scotland
- Fire and vandalism risk remains. Removal of the encapsulation and replacement of the roof does not remedy any of the known structural defects within the building. The risk of someone becoming trapped inside the dangerous building would remain and is significant. The risk of fire raising deliberately or otherwise poses significant risk to the public. Emergency services including Scottish Fire and Rescue Services and Police Scotland have conducted risk assessments and conclude that due to the dangerous condition of the structure it is not safe to access, to fight fire or conduct a rescue operation
- An assumption has been made that the clocktower can be retained, however this is conditional to further investigation and subject to further detailed design.
- Any development/refurbishment of the existing building will cause significant disruption to the railway line and will likely require extensive measures to protect public safety during the works

### 2.2.3 Assumptions

Some assumptions have been used when developing this option. The key assumptions applied in the development of the option are as follows:

- The condition of the existing building is in a similar state to the as surveyed condition recorded in the 2019 Mott MacDonald independent report. Any further options development works would require an updated structural survey to inform the works.
- The condition of the Clock Tower and North block will require minimal remedial works and replacement of netting only. Subject to further structural survey.
- The internal condition of the building is not known beyond limited information provided from the 2019 independent survey. Given this, assumptions have been made on internal conditions which would require verification before any further option development.
- Due to the difficulties in implementing the dountaking works as a result of the close proximity of the railway line and given that the rail line could not be closed for the full duration of the works, the option assumes an initial 6 month line shutdown for the dountaking works and then weekend working during pre-agreed possessions / isolations for roof install and other works.
- Dountaking activities to the roof would require removal by hand rather than high lift mechanical removal, due to risks and difficulties associated with working in close proximity to the rail line.
- The option assumes heritage requirements would include partial retention of the building to allow for future heritage inclusion within final permanent developed proposals. (It is noted that this is outwith Building Standards remit to protect public safety)
- The lightweight roof could be fabricated in sections offsite and lifted into place to limit timescales of works on building
- The existing drainage system to lower levels is in a fit for purpose condition, permitting reuse with minimal remedial works.
- The application time for a railway disruptive access can vary. It has been assumed that a period of approximately 18-months would be required from application to granting of the

request. During this time the encapsulation frame would be required to remain in place and be subject to regular implementation of maintenance and inspection.

## 2.3 Option 3 – Partial Demolition (South Section only) and Removal of Encapsulation

### 2.3.1 Description

Option 3 involves demolishing the south section of the existing hotel structure to ground level. It seems likely that due to a number of factors, the building would require to be dismantled sequentially from the top down rather than mass or destructive demolition. The reason for this method of demolition being anticipated are:

- The close proximity of the railway line.
- The presence of potential harmful materials within the building such as asbestos.
- Concern regarding the structural integrity of the building which potentially may suffer sudden collapse

To comply with Building Standards remit to protect public safety under section 29 of the Building (Scotland) Act 2003 it has been considered that only the South section of the building can be demolished at this time as the North section of the building was not considered an immediate risk to public safety. It is understood that a number of iterations of demolition options have been or are being considered (and costed) in the feasibility report commissioned by the governance group and are therefore not considered in detail in this report.

As such Option 3 considers only:

- Demolition of the building superstructure to ground level. Basement areas within the South section will also likely require removal. External and internal structural basement walls would be retained to aid support of the retained material / or higher areas behind the walls during any demolition works, with the addition of temporary propping and sequentially programmed infilling of lower voided areas.
- Infilling of the basement areas to the south section of the structure to existing ground level. This may include provision of temporary drainage, required to drain the basement structure, new voids through existing walls and potentially tie ins with the existing drainage systems.
- Assuming the clocktower and the North section of the building are to be retained, further stabilisation and remedial works may be required. Stabilisation works may require additional internal and external propping.

### 2.3.2 Pros & Cons

The full list of pros and cons for each option are included within the options appraisal document included in Appendix A. The key items extracted from the options appraisal are noted below:

#### 2.3.2.1 Pros

- Demolition of the south section of the building addresses concerns for public safety by removing the risk.
- Once demolition works are complete then low ongoing costs associated with that section of the building would be expected, It would also reduce the requirements associated with provision of a barrier fence/security measures to secure the area from unauthorised access.

- Demolition provides an opportunity for future development

#### 2.3.2.2 Cons

- Demolition costs may be significant
- Demolition will be a lengthy process. NB: It is possible that full demolition could be undertaken (subject to stakeholder buy in) more efficiently under disruptive access and utilising high reach mechanical lift equipment.
- Additional support may be required to retained structures at platform side such as existing canopies. Surveys would be required to confirm the existing structure and support system
- Where sought this option does not allow for flexibility in any final site proposals which may have included for redevelopment of the existing structure. (outwith building standards remit and therefore outwith scope of this report)

#### 2.3.3 Assumptions

Assumptions have been used when developing the option. The key assumptions used in the development of the option are as follows:

- The condition of the existing building is in a similar state to the as surveyed condition recorded in the 2019 Mott MacDonald independent report.
- The internal condition of the building is assumed to be as described in the limited survey information provided from the 2019 independent survey. Assumptions have been made on internal conditions which would require verification before any further option development. Only limited asbestos surveys have been undertaken therefore the scale of asbestos cannot be estimated at this stage. It is likely that some asbestos will be present within the building, subject to pre-demolition full inspection by a suitably qualified specialist contractor.
- Demolition works would be undertaken during a period of disruptive access to the railway. For the purposes of the report a 6 week period of disruptive access is assumed. Preliminary works including surveys etc could be undertaken prior to this.
- The application time for approval of disruptive access can vary. It has been assumed that an 18-month period would be required from application to granting of the request. During this time the encapsulation would remain in place and associated costs would continue to be incurred.

### 2.4 Option 4 – Remove encapsulation and impose a safety cordon – Non Viable

#### 2.4.1 Description

Options 1-3 describe the outline requirements for the three potential options that are considered to be viable and could be adopted to protect the public until the future of the station hotel building has been determined.

SAC Building standards mandate is to carry out works as necessary to prevent access to the dangerous building and to protect the public or property in places adjacent to a dangerous building in accordance with the legislation set out in section 29 of the Building (Scotland) Act 2003. As such an alternative option was considered that would fulfil this obligation but, due to the constraints it would impose on the operational railway and the A70 trunk road through the town centre it was considered to be non-viable. To provide justification to discount this options description and reasoning is detailed below.

## 2.4.2 Option 4 - Remove encapsulation with Exclusion Zone

### 2.4.2.1 Description

Option 4 would involve remove the encapsulation including the external sheeting and all scaffolding surrounding the building. An exclusion perimeter would then be installed, with an inaccessible cordon area established, protect the public from risks associated with material falling from the building and potential collapse of part or all of the building.

### 2.4.2.2 Justification for non-viability

This option is considered non-viable for the following reasons:

- In choosing this option the Council would be failing in its legislative duties to protect buildings as well as people, under the Buildings Scotland Act and therefore this would potentially leave the Council open to formal complaints and for legal challenge.
- This option would not address any of the building defects. It would remain a dangerous building.
- Due to the location of the building any exclusion cordon would have to include the rail infrastructure and Ayr station. It would also include the A70 trunk road and overpass adjacent to the site. This would create significant disruption for the public, including local residents and businesses and other stakeholders including emergency services, transport Scotland, Network Rail and ScotRail and would have a significant detrimental impact on transport and operational capability of the town centre and wider community for an unspecified period of time.
- Immediate closure of the operational railway would be required under emergency powers granted to the local authority by the legislation provided under the Building (Scotland) Act 2003
- In the event of catastrophic collapse of the building this would result in major damage to the infrastructure assets which are to be protected as property adjacent to a dangerous building under the legislation set out in section 29 of the Building (Scotland) Act 2003
- Significant establishment and ongoing costs and disruption would be incurred. This would include establishment of the safety cordon, installation and maintenance of road closures and diversions, removal of the encapsulation. Erection and maintenance of security fencing and CCTV surveillance to protect against unauthorised entry to the dangerous building.
- Fire and vandalism risk remains. The encapsulation is protected by means of fencing and hoarding and is covered by CCTV surveillance, however numerous security breaches have been experienced during the last few years. The risk of someone becoming trapped inside the dangerous building is significant. The risk of fire raising deliberately or otherwise poses significant risk to the public. Emergency services including Scottish Fire and Rescue Services and Police Scotland have conducted risk assessments which demonstrate significant difficulty in fighting fire. The building is not safe to access, or conduct a rescue operation due to the dangerous condition of the structure
- The extent of asbestos within the building is not known, however it is considered highly likely that it exists in some form. Catastrophic collapse of the building may in release of asbestos spores into the surrounding air potentially affecting public health.

## 3 Option 2 Cost Report

### 3.1 Cost Plan Summary:

The Option cost plan has been prepared for Ayr Station Hotel Project Option 2 and is included in Appendix C. The cost plan examines the capital costs associated with the selected option, the removal of the existing roof/mansard level of the building across the entire south block, down to wall head level at base of roof/mansard level, a replacement over-roof, and associated remedial works to masonry elements, totalling £7,877,000 (ex VAT).

This figure is inclusive of the construction works, main contractor's preliminaries costs, Overheads & Profit (OH&P), professional fees, surveys, risk, and inflationary costs to the planned mid-point of construction. The full detail is available in the cost plan.

The costs are predominantly derived from measured quantities given by the drawn information, with the unit rates applied to these quantities based upon recent market data for other similar projects, adjusted as necessary to reflect the specifics of this project and the scope of works being provided. Where quantities have not been established or there is not sufficient information to be able to inform pricing, lump sum or cost per m<sup>2</sup> allowances have been used, again based on similar projects and current understanding of the scheme. 'On costs' such as preliminaries, OH&P, surveys, fees and inflation are based on a combination of percentage allowances and lump sums based on current market trends and with the scheme specifics in mind.

### 3.2 Principal Assumptions and Exclusions:

These are noted in the main body of the cost plan, however key themes include assumptions around the extent of remedial works required (the full scope of works is not yet defined) and the scope of the 'known' works and the exclusion of Network Rail Scotland/operator shutdown license and costs.

### 3.3 Key cost drivers:

The key points of the costing exercise are understood to be:

- The dangerous condition of the building and works required to protect public safety, including surveys and works with asbestos/contamination.
- of the existing roof and provision of a lightweight temporary roof structure
- Assumed requirement for increased preliminary costs (due to proximity of the operational railway).
- Current market uncertainty – significant market pressures are being experienced across the construction industry.
- Out of hours working – indicative provisional sum included.

### 3.4 Risks

There are a number of risks highlighted in the cost plan that could have significant implications; Key points are detailed here, however the report contains the full details:

- Ability/access to undertake surveys within the dangerous building, and their findings.
- Programme - Network Rail approval for disruptive access to the railway, inflationary costs & current market instability, phasing/sequencing of works.

- Extent of scope of works not fully known; there is a risk that 'opening up' will reveal a requirement for additional work to stabilise the building. There is potential for partial or full collapse of the building.
- Condition of the existing building – can it accommodate the works?
- A number of provisional items (asbestos, out of hours working) where the strategy is not defined.
- Reliance on costing information provided by external parties. Including CPMS quotation for retention of the encapsulation – this forms a large part of the cost, however the costs, durations, and any assumptions made in the pricing have not been validated at this time.

### 3.5 Next steps:

- Client review period for the report/cost plan and time taken to make a decision on how to proceed
- Progression of the design/option cognisant of Client requirements and budgetary considerations.
- Validation of costs not provided by Mott MacDonald

### 3.6 Costs not provided by Mott MacDonald

In addition to the costs report for option 2 that has been developed to support the study, there are a number of other costs which have been provided to support a comparison of the options. These costs have been produced and provided by other parties and are noted below:

#### 3.6.1 Budget Encapsulation Costs

To inform the study the SAC framework contractor CPMS was requested to provide quotations for the retention of the encapsulation over a 3 year and 5 year period.

The quotations provided by CPMS are included within Appendix D for information and summarised below:

- Retention of encapsulation for a period of 3 years approx. £3,988,300
- Retention of encapsulation for a period of 5 years approx. £6,014,887

#### 3.6.2 Option 3 Demolition Costs

No costing exercise has been undertaken by Mott MacDonald in relation to any demolition options for the building.

To inform the study costing information for option 3 has been derived by SAC from preliminary information provided within the Feasibility Report prepared by others as commissioned by the wider Governance Group. At the time of writing this report has not been viewed by Mott MacDonald however the approximate cost for demolition of the south section of the building has been provided by SAC and is understood to be in the order of approx. £6.6m. This figure is understood to be subject to validation by SAC and the governance group.

## 4 Conclusion

Mott MacDonald Limited were appointed by SAC to undertake a study considering their options to satisfy their duties under section 29 of the Building (Scotland) Act 2003, to prevent access and protect public safety and property in places adjacent to a dangerous building, Station Hotel, Ayr.

This report presents the form and costs for the various options developed through the course of the study.

The key findings of the report are as follows;

### **Option 1 Maintaining the status quo (retaining the existing encapsulation)**

- Budget cost period of 5 years approx. £6,014,887 (costs provided by others and subject to validation)
- Ongoing and open-ended costs associated with the maintenance and periodic refurbishment of the encapsulation is significant.
- Does not address any of the defects or risks associated with the building covered by the encapsulation

### **Option 2 Partial Downtaking of the South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation**

- Budget cost approx. £7,877,000
- Significant cost and timescale for work to remove the existing roof and replace with a lightweight temporary roof structure to protect the building from adverse weather conditions in lieu of the encapsulation, to prevent further deterioration and protect the public.
- Option 2 is complex and difficult to implement due to the constraints imposed by the restricted access and neighbouring operational railway environment.
- Does not address any of the defects or internally, therefore the building will still remain inaccessible.
- Ongoing public safety risks will still require to be managed including deterioration of the building condition, fire and vandalism due to unauthorised entry.
- It is assumed disruptive access is required to the railway line to allow the works to be undertaken. An application for this would need to be made to Network Rail and would be subject to their approval. It has been assumed that a period of approximately 18-months would be required from point of application to Network Rail to the eventual implementation of the disruptive access arrangements. During this time the encapsulation frame would require to remain in place and be maintained.

### **Option 3 Partial Demolition (South Section only) and Removal of Encapsulation**

- Budget cost approx. £6.6m (cost provided by others and subject to validation)
- Protects public safety by removing the risk
- Once demolition works are complete then low ongoing costs associated with provision of a security barrier to prevent unauthorised access to the vacant site would be expected
- Demolition provides an opportunity for future development.
- It is assumed disruptive access is required to the railway line to allow the works to be undertaken. An application for this would need to be made to Network Rail and would be

subject to their approval. It has been assumed that a period of approximately 18-months would be required from point of application to Network Rail to the eventual implementation of the disruptive access arrangements. During this time the encapsulation frame would require to remain in place and be maintained.

Based on the costs and supporting information available at the time of the study to allow appraisal of the options 1-3 it is considered that option 3 presents the most cost effective and practical solution to allow SAC to satisfy their obligations for the protection of the public and property adjacent to the dangerous station hotel building, under the legislation set out in the building Scotland (Act) 2003.

# A. Options Appraisal Spreadsheet

## A.1 Options Appraisal Spreadsheet

Date: 10/10/2022

Station Hotel Ayr

interim Stabilisation Options Study - Options Appraisal - RevP2

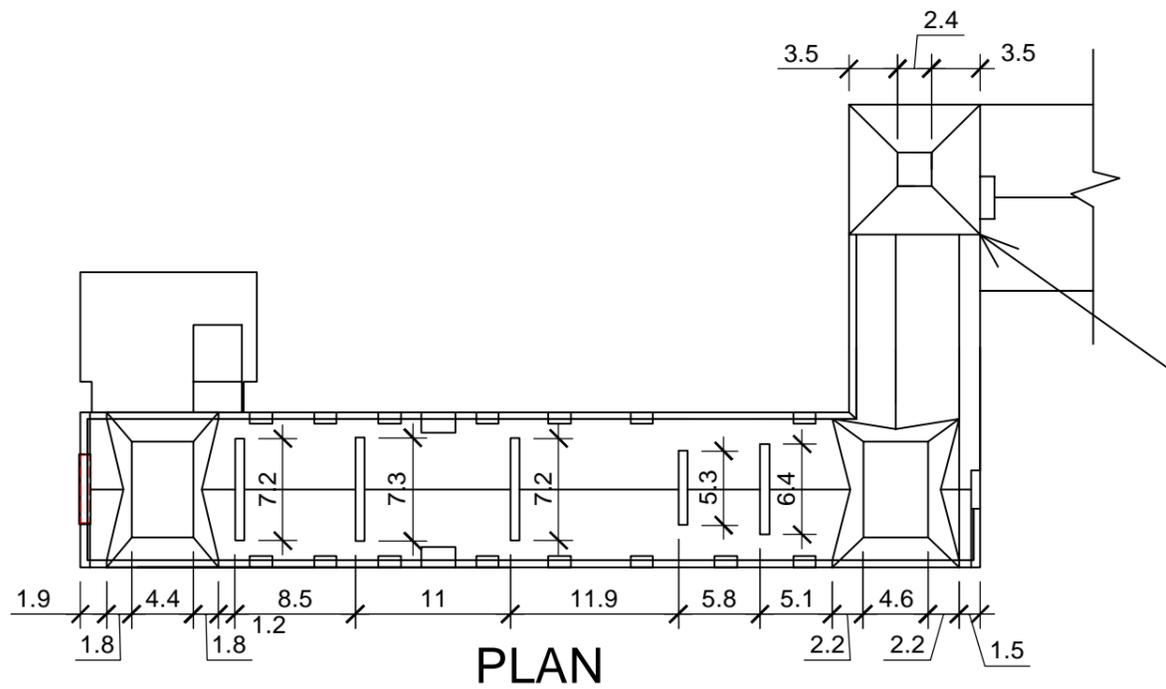
Potential Solutions		
Option 1	Option 2	Option 3
Maintaining the status quo (retaining the existing encapsulation)	Partial Downtaking of South Section of Hotel, Temporary Stabilisation Works and Removal of Encapsulation	Partial Demolition (South Section only) and Removal of Encapsulation
<b>Pros</b>	<b>Pros</b>	<b>Pros</b>
The existing hotel is retained therefore there is the potential for the building to be refurbished by others in the future.	Option 2 is a relatively low-cost solution once erected. Ongoing costs associated with the encapsulation hire, maintenance and remedial costs would be removed	Demolition of the building addresses all of the building defects in that section (South section) of the building.
Encapsulation is a known entity. Functionality, current costs and future requirements are established	Option would retain the lower levels of the building. This would be beneficial in the implementation of any heritage option allowing an element of flexibility on selection of final proposals (outwith scope of building standards remit)	Once demolition works complete then minimal ongoing costs (associated with that section of the building) would be expected
Encapsulation option has been approved by stakeholders. No further approvals/agreements required whilst encapsulation remains in place.	Proposed lightweight temporary roofing arrangement would be relatively straightforward to remove once final site proposal is selected.	Demolition provides "clean slate" for any future development (other than possible heritage options - outwith scope) No further works would be required (other than standard enabling works) to prepare the site (within that section of the building footprint) for any future development (subject to NR approvals/process)
Heritage elements are retained in advance of final proposals for site (outwith scope of the report)	Provides a wind and watertight solution	Removes requirement for ongoing security measures associated with monitoring the South section building
Will not require line closure until future options are undertaken.		Eliminates the risks associated with further deterioration of that section of the building such as the risk of falling sections/material from the building
		Eliminates the risk of fire & vandalism within the South section of the building.
<b>Cons</b>	<b>Cons</b>	<b>Cons</b>
Potential High Ongoing cost	Full buy in from NR and other stakeholders would be required.	Probable high initial outlay cost
Can be considered a temporary measure only and does not deal with building defects. The building defects or other works would still have to be dealt with during future works	By removing the roof/mansard level then a large majority of the heritage elements will be removed. NB: Current assumption is that the clocktower can be retained however this is subject to more detailed design. If clocktower is removed additional heritage elements are removed. (outwith scope of building standards remit)	Does not allow for flexibility in any final site proposals (in that section of the building) due to removal of the existing structure. (outwith scope of building standards remit)

Potentially an open ended cost as no certainty on when any future site proposal would be in place. This would represent poor value for the public purse.	Once the trackside scaffold is removed it is possible any future contractor will have NR process issues and possible delays gaining approval for erection of another scaffold on trackside.	Demolition will be a lengthy process as will likely have to be undertaken sequentially in a top down manner with possible storage of some heritage elements (ouwith scope of building standards remit). NB: It is possible that demolition could be undertaken (subject to stakeholder buy in) more efficiently under disruptive access and utilising high reach mechanical lift equipment. It is likely that full demolition of the south section of the building will be quicker than option 2 works.
Potential for the existing building to deteriorate further as time progresses which may require significant remedial/maintenance works	Partial dountaking does not address issues with future demolition or other potential issues with redevelopment options. The defects or other works would still have to be dealt with during future works incurring additional cost	Depending on the situation, approvals for disruptive access to allow demolition works may take up to 18 months. Encapsulation option will be required to remain in place up to point that actual demolition works can take place.
Fire and vandalism risk remains. The encapsulation is protected by means of fencing and hoarding and is covered by CCTV surveillance, however numerous security breaches have been experienced during the last few years. The risk of someone becoming trapped inside the dangerous building is significant. The risk of fire raising deliberately or otherwise poses significant risk to the public. Emergency services including Scottish Fire and Rescue Services and Police Scotland have conducted risk assessments which demonstrate significant difficulty in fighting a fire. The building is not safe to access, or conduct a rescue operation due to the dangerous condition of the structure	Depending on the situation approvals for any line closure to allow dountaking works may take up to 18 months. Encapsulation option will be required to remain in place up to point that actual dountaking works can take place.	Additional support may be required to retained structures at platform side such as existing canopies. Surveys required to confirm existing structure and support system
There is potential for damage to the encapsulation from high winds leading to a necessary closure of the rail line and adjacent roads	Additional works over and above roof removal and replacement would likely be required. Possibly including remediation/replacement of internal timber joists and masonry elements to stabilise the building to support new roof proposals.	Requirement to undertake internal surveys to establish the existing internal condition and undertake asbestos survey. These would potentially require extensive temporary access arrangements including platforms, mansafe systems etc.
The encapsulation will incur additional costs through its life including costs associated with maintaining the encapsulation, replacement of elements and surveys etc.	Requirement to undertake internal surveys to establish the existing internal condition and undertake asbestos surveys. These would potentially require extensive temporary access arrangements including platforms, mansafe systems etc which would difficult to implement and present potential H&S issues.	
The encapsulation provides a poor aesthetic for the direct site and Ayr.	Option will likely require lengthy disruptive access working to allow works to be undertaken. Its likely that this would be more onerous than for option 3 given assumed work method.	
The encapsulation results in restrictions to the operation of the railway station. For example whilst the encapsulation is in place there is an inability to reopen the ticket office.	Option 2 offers a partial solution only. Any future works will still require future interfaces and buy in from stakeholders such as NR	
There is a H&S risk associated with the requirement to work close to and potentially within the building to facilitate surveys, undertake remedial and maintenance works.	Option 2 is considered to be complex and diifcult to implement in terms of physically undertaking the works onsite	
	Internal works within the building will be complex and difficult to implement due to the condition and inaccessibility of the building.	
	Requirement to reconfigure existing drainage system/downpipes to interface with any proposals	

	Potential for the existing building to deteriorate further as time progresses. There will likely be a requirement to provide fall protection such as netting which will require maintenance/remediation/replacement over time.	
	Ongoing costs to manage and mitigate the risks due to the substantial deterioration of the building as time progresses such as falling risk of potential friable sandstone elements would be expected	
	Fire and vandalism risk remains. The encapsulation is protected by means of fencing and hoarding and is covered by CCTV surveillance, however numerous security breaches have been experienced during the last few years. The risk of someone becoming trapped inside the dangerous building is significant. The risk of fire raising deliberately or otherwise poses significant risk to the public. Emergency services including Scottish Fire and Rescue Services and Police Scotland have conducted risk assessments which demonstrate significant difficulty in fighting fire. The building is not safe to access, or conduct a rescue operation due to the dangerous condition of the structure	
	Installation of security fencing and ongoing costs associated with the maintenance of this and the CCTV surveillance to deter access into the building would be ongoing. Extents of security requirements likely to increase once the encapsulation is removed	
	Any further development proposals would likely include removal of the lightweight temporary roof to replace it with something more aesthetically acceptable and in accordance with the planning requirements	
	Installation of security fencing and ongoing costs associated with the maintenance of this and the CCTV surveillance to deter access into the building would be ongoing. Extents of security requirements likely to increase once the encapsulation is removed	
<b>Approvals</b>	<b>Approvals</b>	<b>Approvals</b>
No further approvals required	NR approvals	NR approvals
	Historic Scotland (informed only)	Historic Scotland (informed only)
<b>Timeline from full approval:</b>	<b>Timeline from full approval:</b>	<b>Timeline from full approval:</b>
TBC	TBC	TBC

## B. Option 2 Outline Scheme

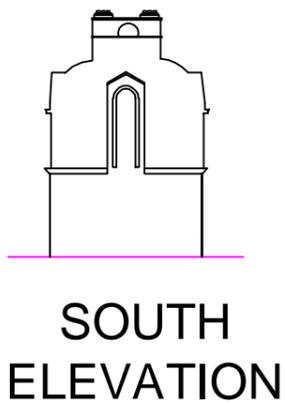
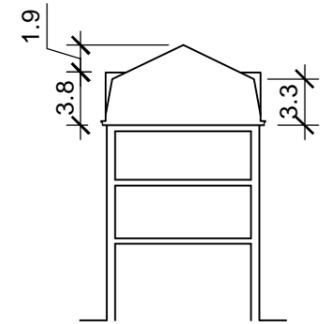
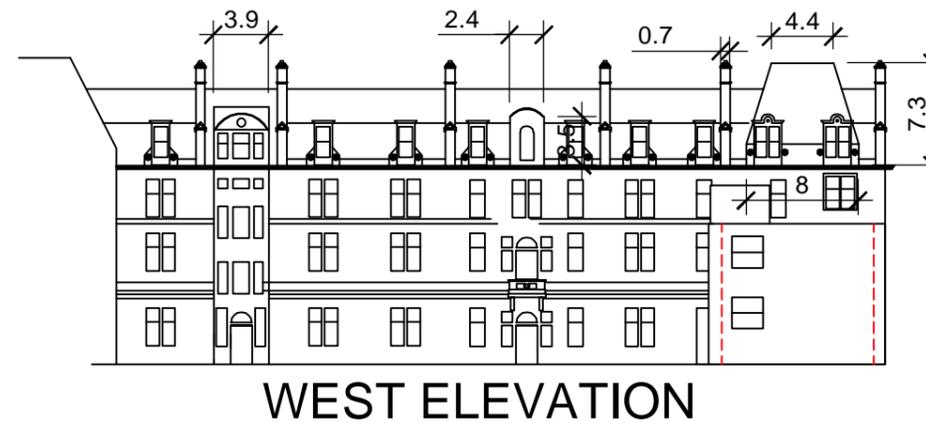
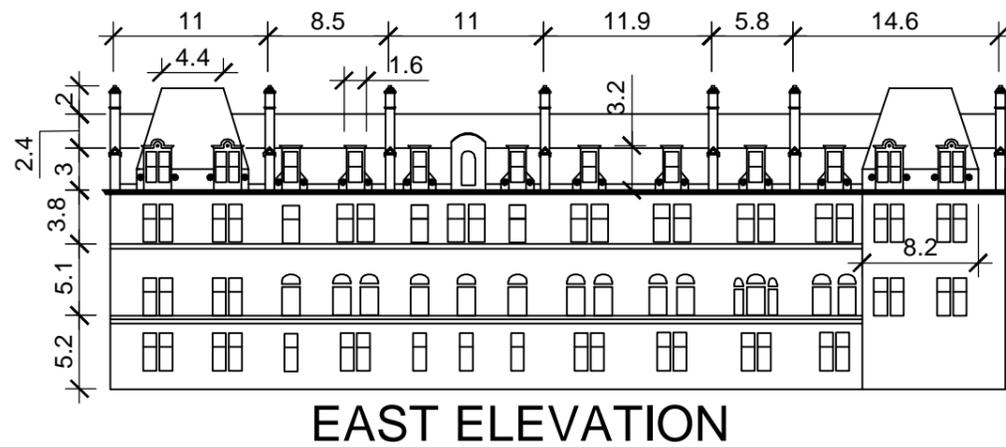
### B.1 Option 2 outline scheme proposals in support of costing exercise



**CLOCK TOWER PRIOR TO ENCAPSULATION INSTALLATION**



**EAST ELEVATION PRIOR TO ENCAPSULATION INSTALLATION**

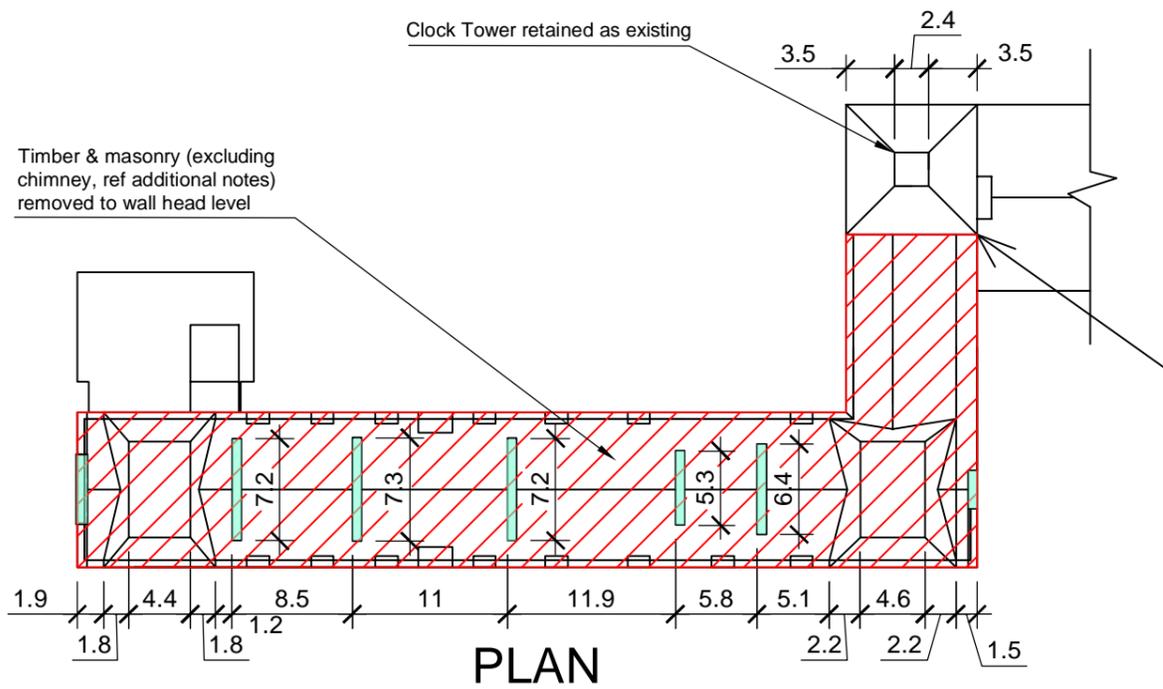


Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.



Client  
 South Ayrshire Council

Rev	Date	Drawn	Description	Ch'k'd	App'd	Title	Drawn		RH
P1	26/08/2022	RH	Draft	AJ	AC	Aye Station Hotel - Plan & Elevation as existing	Checked		AJ
							Approved		GR
							Scale at A3 1:500		
							Security STD	Status FI	Rev P1
							100399316/DOC003/sk/01		

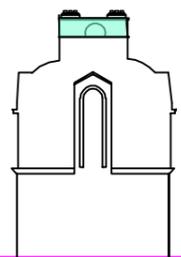


CLOCK TOWER PRIOR TO ENCAPSULATION INSTALLATION



EAST ELEVATION PRIOR TO ENCAPSULATION INSTALLATION

Existing chimneys to be brought down to 0.5m above new roof apex level and capped with RC capping beam. 2.5m height removed. Assume same capping detail as for wall head (Sk03)

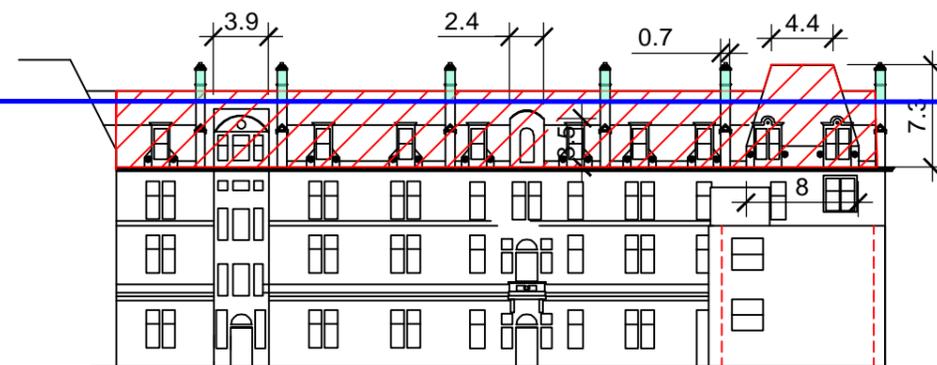


SOUTH ELEVATION

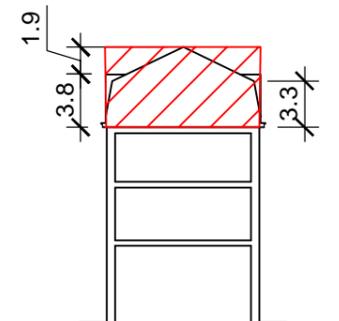
Wall head level



EAST ELEVATION



WEST ELEVATION



TYPICAL SECTION

Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.



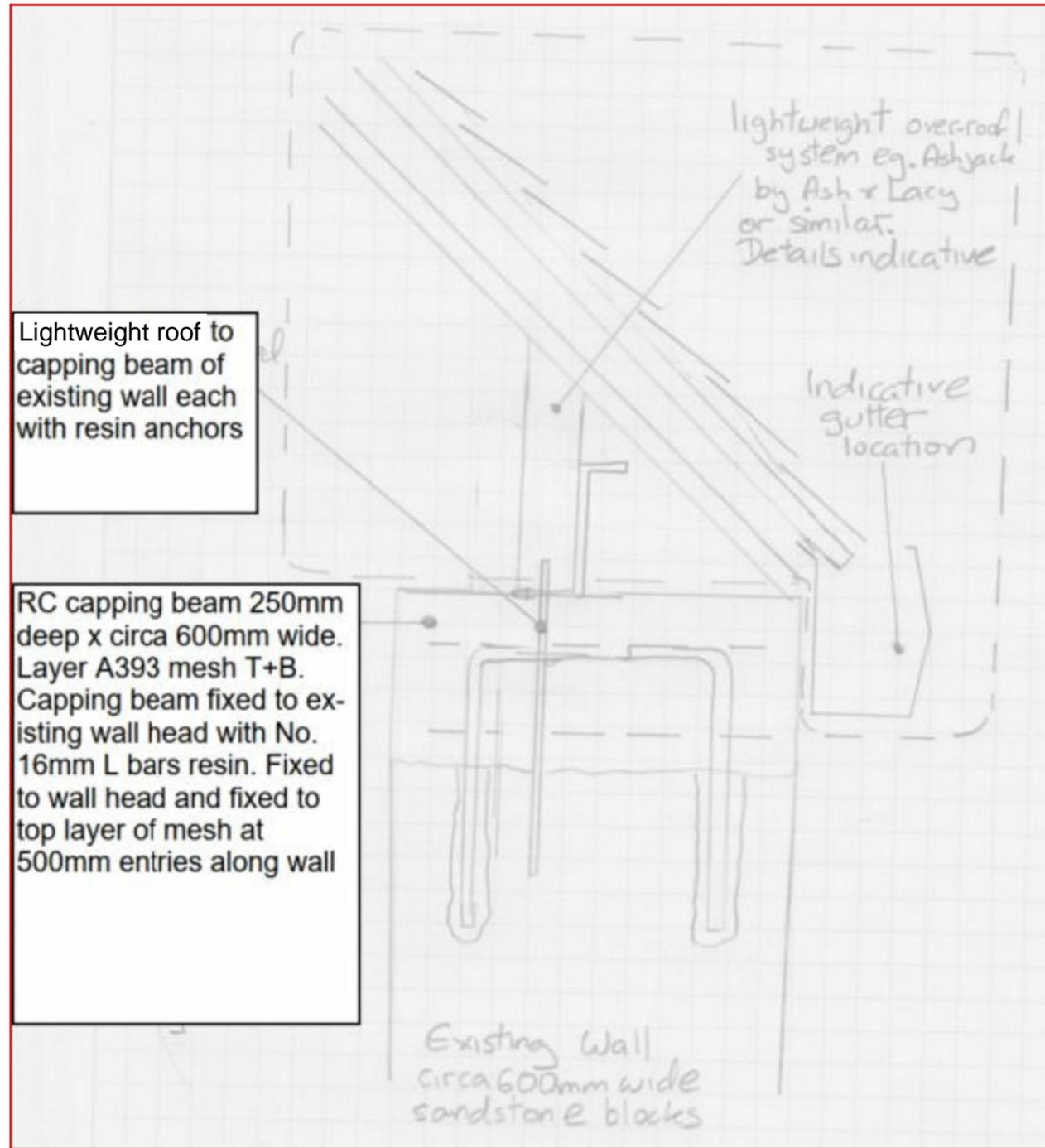
Client  
 South Ayrshire Council

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	26/08/2022	RH	Draft	AJ	AC

Title  
 Aye Station Hotel - Proposed Extent of Partial Downtaking

100399316/DOC003/sk/02

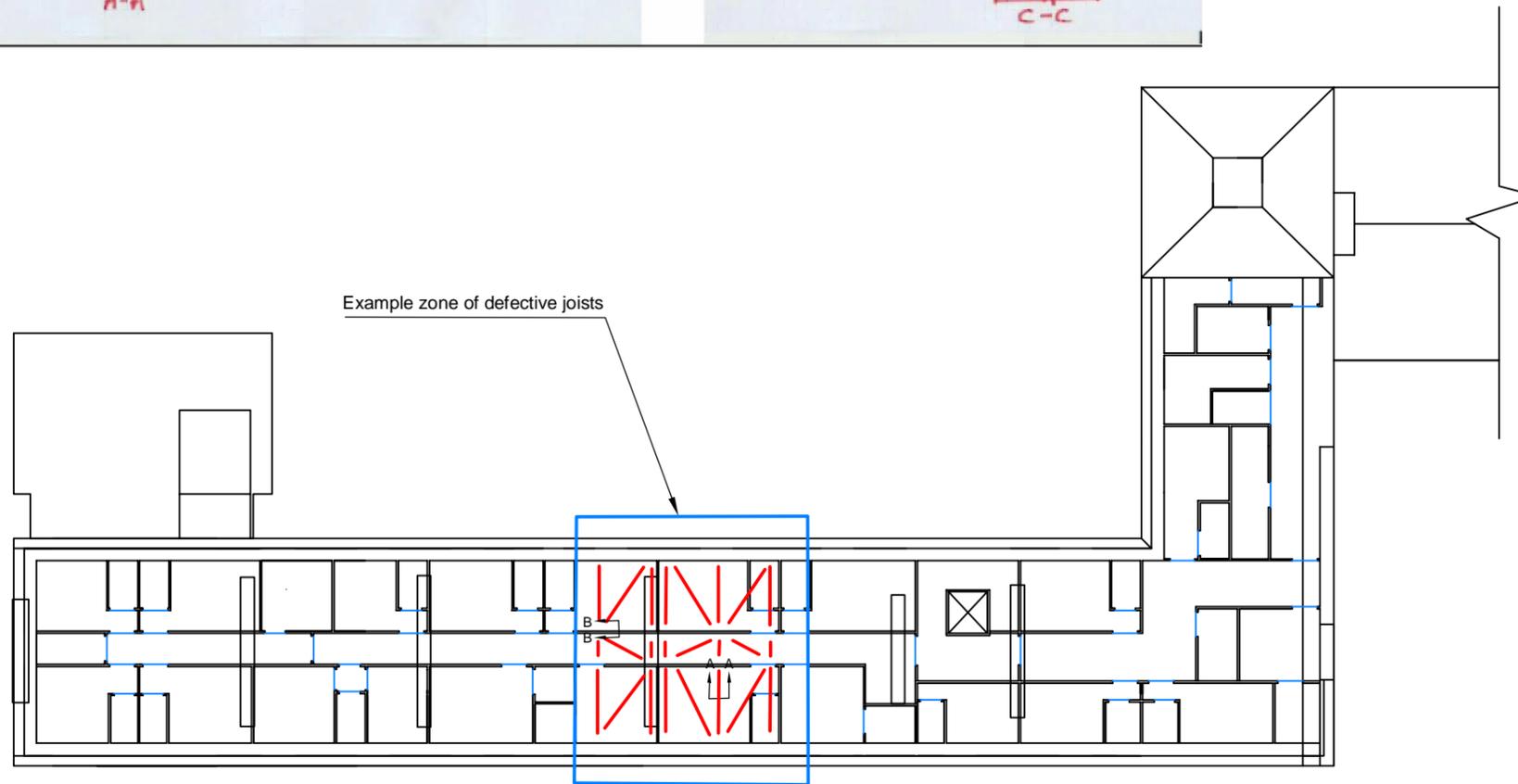
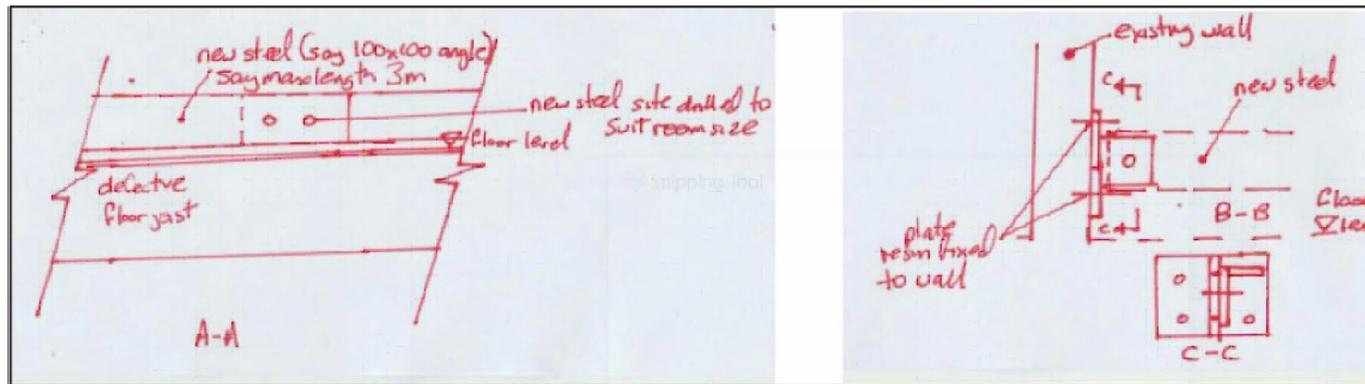
Drawn		RH
Checked		AJ
Approved		GR
Scale at A3 1:500		
Security STD	Status FI	Rev P1



**INDICATIVE WALL HEAD DETAIL SHOWING CONNECTION BETWEEN OVER-ROOF SYSTEM AND EXISTING WALL**

Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.

	Client South Ayrshire Council	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title Ayr Station Hotel - Proposed Wall head detail	Drawn		RH		
		P1	26/08/2022	RH	Draft	AJ	AC		Checked		AJ		
										Approved		GR	
										Scale at A3 1:500			
										Security STD	Status FI	Rev P1	
										100399316/DOC003/sk/03			



FLOOR PLAN OF THIRD FLOOR

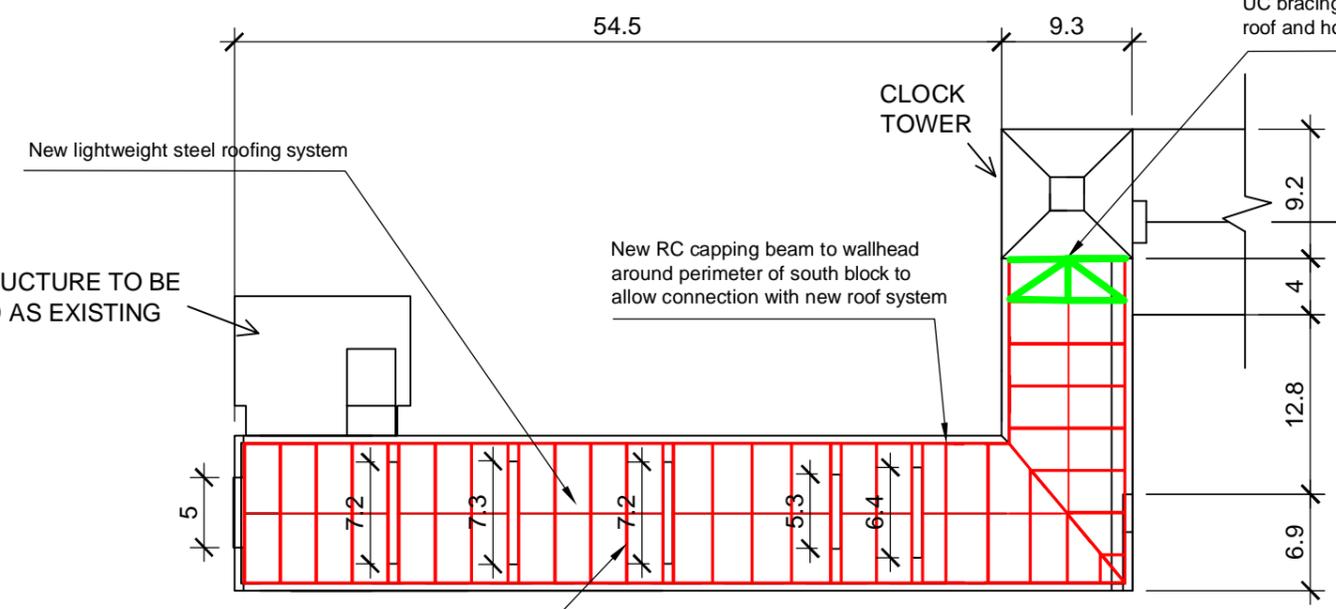
Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.

	Client South Ayrshire Council	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title Ayr Station Hotel - Indicative Floor Plate Stabilisation Works	Drawn		RH	
		P1	26/08/2022	RH	Draft	AJ	AC		Checked		AJ	
										Approved		GR
										Scale at A3 1:500		
										Security	Status	Rev
										STD	FI	P1

Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.

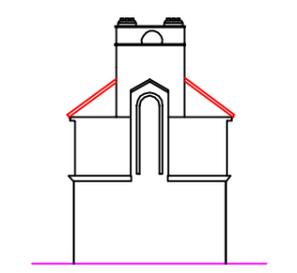
New steel propped bracing at junction between clock tower and south block roofing system. Rafter frames 254 x 89 UC bracing 273 x 10 CHS in plane of roof and horizontal at wall plate level.

NORTH BLOCK TO BE RETAINED AS EXISTING

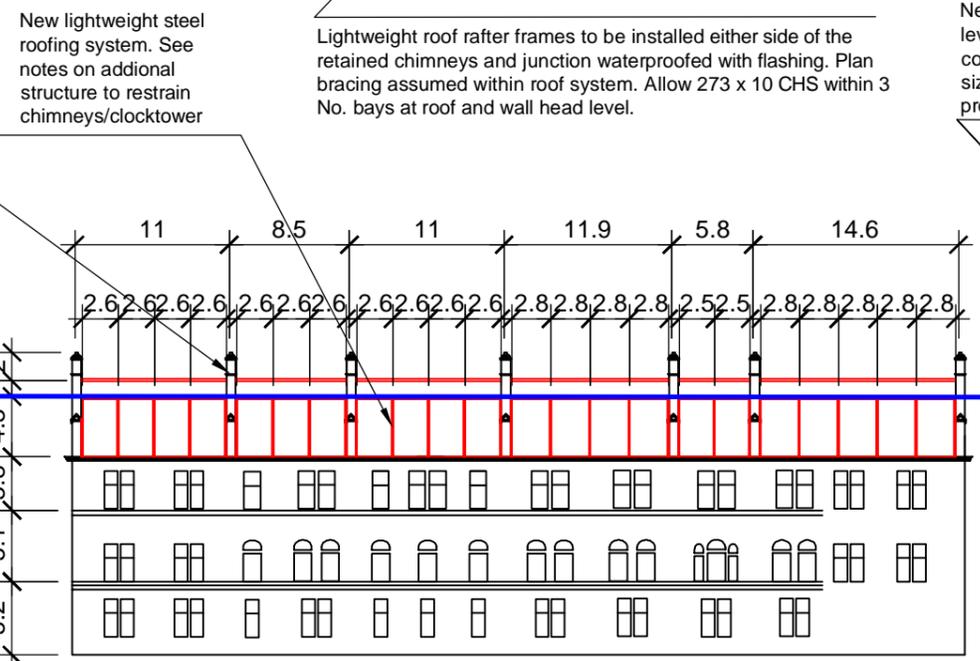


PLAN

Chimney to be reduced in level and capped refer to SK02 for details  
 Existing chimneys to be brought down to 0.5m above new roof apex level and capped with RC capping beam. 2.5m height removed. Assume same capping detail as for wall head (Sk03)



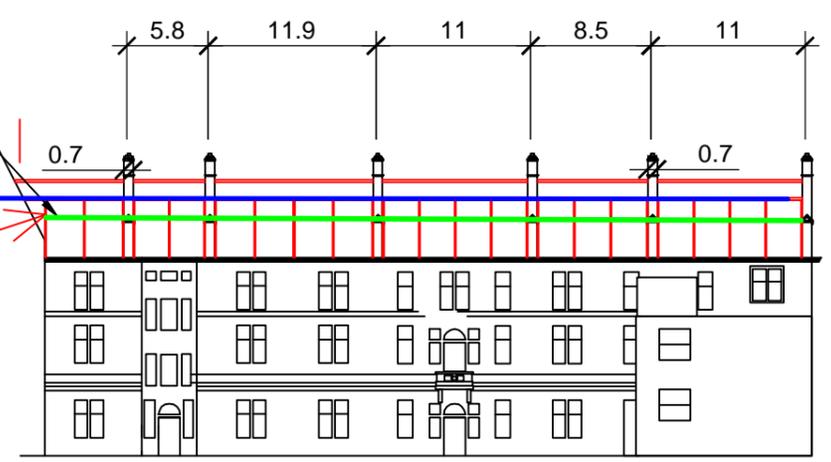
SOUTH ELEVATION



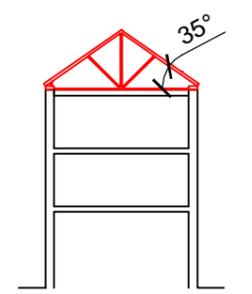
EAST ELEVATION

New 15010SHS steel props between retained chimneys at same level as apex and within existing roof line. 3No. perbay. Restraint could be provided by new roof frames also by increasing section sizes and additional structure within roof. For costing assume props.

Steel between chimneys



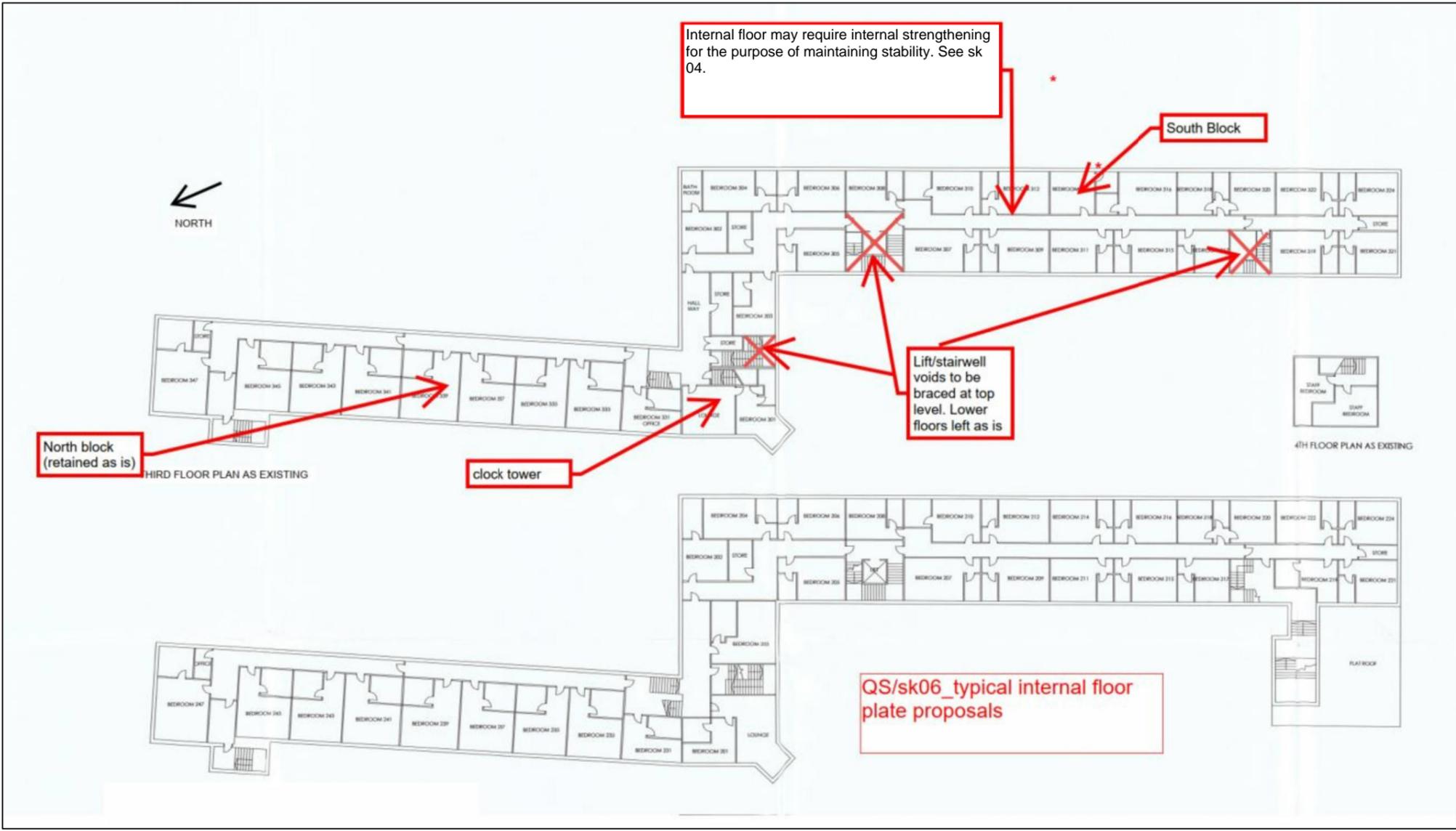
WEST ELEVATION



TYPICAL SECTION

	Client <b>South Ayrshire Council</b>	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title <b>Ayr Station Hotel - Proposed Stabilisation Works at roof level prior to encapsulation removal</b>	Drawn		RH		
		P1	26/08/2022	RH	Draft		AJ		AC	Checked		AJ	
											Approved		GR
										Scale at A3 1:500			
										Security	Status	Rev	
										STD	FI	P1	
								100399316/DOC003/sk/05					

Note  
 01 - Information shown on sketches is indicative for costing purposes only.  
 02 - Details shown do not show the costed scope. Refer to the costing report and supporting information for all works allowed for within costing exercise.



	Client South Ayrshire Council	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title Ayr Station Hotel - Indicative floor plate void strengthening works  100399316/DOC003/sk/06	Drawn		RH		
		P1	26/08/2022	RH	Draft		AJ		AC	Checked		AJ	
											Approved		GR
										Scale at A3			
										1:500			
										Security	Status	Rev	
								STD	FI	P1			

## C. Cost Report



**Ayr Station Hotel**  
Ayr

**Order of Cost Estimate**

Revision B  
Issued 18/11/2022

for **South Ayrshire Council**



**Base Date** 3Q 2022  
**Project Nr:** 100399316

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Revision: **B** Issue date: **18/11/22** Base date: **3Q 2022** Job code: **100399316**

QA Check

Rev.	Status	RIBA Stage	Originator	Checker	Approver	Revision date	Revision
-	Optioneering cost exercise	0/1	E. Reshad	N. Dangerfield	D. Roberts	12-Sep-22	Option 2 cost plan based on high level information
A	Optioneering cost exercise	0/1	E. Reshad	N. Dangerfield	D. Roberts	14-Oct-22	Option 2 cost plan based on high level information (updated wording following Client feedback/requests. Costs remain the same)
B	Optioneering cost exercise	0/1	E. Reshad	C. Alexander	D. Roberts	18-Nov-22	Option 2 cost plan based on high level information (updated programme timescales and associated inflation/preliminaries cost updates)

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Andrew Jay (Senior Structural Engineer)	Mott MacDonald	1	pdf	18-Nov-22
Hugh Talbot (Team Leader)	South Ayrshire Council	1	pdf	18-Nov-22

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

**Main Report - Contents**

Section	Description	Page
1	Contents	
2	Introduction	4
3	Level 1 Summary	5
4	Level 2 Summary	6
5	Area Schedule	7
6	Basis of Estimate	8
7	Assumptions	9
8	Exclusions	11
9	Risks and opportunities	12
10	Cost estimate breakdown	13

Revision: B Issue date: 18/11/22 Base date: 3Q 2022 Job code: 100399316

## 2. Introduction

### Project description

Works to Ayr Hotel Station. This cost plan is an estimate for the costs of the proposed scope of work; Option 2 will involve the removal of the existing roof/mansard level of the building across the entire south block, down to wall head level at base of roof/mansard level. This will be replaced by an over-roof system, with further remedial works, for example to stonework/masonry and the Clock Tower roof, in order to facilitate the removal of the encapsulation and scaffolding. The option also assumes that any remedial measures implemented comprise and be limited to the minimum required to make the building safe enough to facilitate removal of the encapsulation frame until the implementation of any final developed proposals for the site. The option does not include for any full or partial restoration of the existing building or any aesthetic improvements to the building, or to bring it to standard for any form of use. Remedial works to the north block are not considered or allowed for. The associated closure required on the railway immediately adjacent is not allowed for and presents a considerable risk. There is no allowance for works to Options 1, 3, and 4, as noted in the Executive Summary of the full Encapsulation Retention Options Report of which this cost plan is an appendix.

### Background

This cost plan has been prepared for South Ayrshire Council's Building Standards Service and examines the capital costs associated with the selected option, and totals £7,877,000 (ex VAT). This figure is inclusive of the construction works, main contractor's preliminaries costs, overheads & profit (OH&P), professional fees, surveys, risk, and inflationary costs to the planned mid-point of construction. The full detail is available in the estimate breakdown, with a full list of assumptions and exclusions in sections 7 and 8 respectively. This cost plan captures the scope of works highlighted on the design information listed within section 6 of this report (Basis of Estimate).

### Key Cost Drivers

The key cost drivers for the scheme include the location of the building immediately adjacent the operational railway (although Network Rail Scotland / rail operator costs are excluded, a higher allowance for preliminaries has been included to reflect the challenging nature of the site), survey costs and enabling requirements, the extent of fabric and structural interventions (particularly to the roof), and current market uncertainty and the consequential impact on construction costs. A quotation for encapsulation/scaffolding costs held in the cost plan as an Employer Direct Cost provided by CPMS is also a key driver. We do not have sight of the other options or costs associated with the project, and these are excluded from this estimate.

### Contingency and Estimate Tolerance

The cost plan includes a risk allowance based on a typical allowance at this stage which has been enhanced to reflect the preliminary level of information received. As the design is coordinated and becomes more detailed, the cost plan will be updated and the allowance reviewed. We are not currently fully apprised of the Client budget for the works, including if there is a contingency budget. Maintaining a contingency budget is recommended.

The accuracy of the building works estimate should be considered within an estimating tolerance of **+/- 20%**. As further information becomes available, and the scope and programme is better defined, the accuracy will improve in accordance with the next stages (3 and 4).

RIBA Stage	Estimate Type	Level of Tolerance	Current Stage
0 - Strategic Definition	Order of Cost Estimate	+ / - 20%	
<b>1 - Preparation and Briefing</b>	<b>Order of Cost Estimate</b>	<b>+ / - 20%</b>	<b>X</b>
2 - Concept Design	Formal Cost Plan 1	+ / - 20%	
3 - Spatial Coordination	Formal Cost Plan 2	+ / - 15%	
4 - Technical Design	Formal Cost Plan 3	+ / - 10%	
4 - Technical Design (Tender Documentation)	Pre-Tender Estimate	+ / - 5%	

### VAT Assessment

VAT is excluded from the cost plan. It is recommended that specialist advice is sought on VAT matters to ensure that the correct rates are applied to the various aspects of the project.

### Risk Summary

It is important that the key risks, assumptions and exclusions are reviewed and managed in the best possible way. These should form part of the review and management of a risk register. In particular, please refer to sections 7 (assumptions) and 8 (exclusions) of this report.

Revision: B Issue date: 18/11/22 Base date: 3Q 2022 Job code: 100399316

3. Level 1 Summary

Cost Centre	Group Element / Element	Cost / m2 GIFA	Total Cost of Element	GIFA (m2)*	3886
<b>Facilitating and building works</b>					
0	Facilitating works		-		
1	Substructure		-		
2	Superstructure		-		
3	Internal finishes		-		
4	Fittings, furnishings and equipment		-		
5	Services		-		
6	Prefabricated buildings and building units		-		
7	Work to existing buildings	404	1,569,687		
8	External works		-		
<b>SUBTOTAL: FACILITATING AND BUILDING WORKS</b>			<b>£ 1,569,687</b>		
9	Main contractor's preliminaries	139	540,000		
<b>SUBTOTAL: FACILITATING AND BUILDING WORKS (Including Main Contractor's Preliminaries)</b>			<b>£ 2,109,687</b>		
10	Main contractor's overheads and profit	54	210,969		
<b>TOTAL: BUILDING WORKS ESTIMATE</b>			<b>£ 2,320,655</b>		
<b>Project/design team fees and other development/project costs</b>					
11	Professional fees and surveys	125	487,338		
12	Other Project Costs	756	2,935,671		
<b>BASE COST ESTIMATE</b>			<b>£ 5,743,664</b>		
<b>Risks</b>					
13	Risk allowance	370	1,435,916		
<b>COST LIMIT (EXCLUDING INFLATION)</b>			<b>£ 7,179,581</b>		
<b>Inflation</b>					
14	Total inflation allowance	179	696,671		
<b>COST LIMIT (EXCLUDING VAT ASSESSMENT)</b>			<b>£ 7,877,000</b>		
15	VAT Assessment		Excluded		

\*GIFA noted is approximate; plans for 2nd and 3rd floor only received. Basement, Ground and first floors are estimated areas

Revision: B Issue date: 18/11/22 Base date: 3Q 2022 Job code: 100399316

4. Level 2 Summary

Cost Centre	Group Element / Element	Cost / m2 GIFA	Total Cost of Element
	<b>FACILITATING AND BUILDING WORKS</b>		
0	Facilitating works		
0.1	Not applicable	-	
1	Substructure		
1.1	Substructure	-	
2	Superstructure		
2.1	Frame	-	
2.2	Upper floors	-	
2.3	Roof	-	
2.4	Stairs and ramps	-	
2.5	External walls	-	
2.6	Windows and external doors	-	
2.7	Internal walls and partitions	-	
2.8	Internal doors	-	
3	Internal finishes		
3.1	Wall finishes	-	
3.2	Floor finishes	-	
3.3	Ceiling finishes	-	
4	Fittings, furnishings and equipment		
4.1	Fittings, furnishings and equipment	-	
5	Services		
5.1	Sanitary installations	-	
5.2	Services equipment	-	
5.3	Disposal installations	-	
5.4	Water installations	-	
5.5	Heat source	-	
5.6	Space heating and air conditioning	-	
5.7	Ventilation	-	
5.8	Electrical installations	-	
5.9	Fuel installations	-	
5.10	Lift and conveyor installations	-	
5.11	Fire and lightning installations	-	
5.12	Communication, security and control systems	-	
5.13	Specialist installations	-	
5.14	Builder's work in connection with services	-	

Cost Centre	Group Element / Element	Cost / m2 GIFA	Total Cost of Element
	<b>FACILITATING AND BUILDING WORKS (continued)</b>		
6	Prefabricated buildings and building units		
6.1	Not applicable	-	
7	Work to existing buildings		
7.1	Work to existing buildings	404	1,569,687
8	External works		
8.1	Site preparation works	-	
8.2	Road, paths, pavings and surfacings	-	
8.3	Soft landscapes, planting and irrigation systems	-	
8.4	Fencing, railings and walls	-	
8.5	External fixtures	-	
8.6	External drainage	-	
8.7	External services	-	
8.8	Minor building works and ancillary buildings	-	
<b>SUBTOTAL: FACILITATING AND BUILDING WORKS</b>			<b>£ 1,569,687</b>
9	Main contractor's preliminaries	139	540,000
<b>SUBTOTAL: FACILITATING AND BUILDING WORKS (Including Main Contractor's Preliminaries)</b>			<b>£ 2,109,687</b>
10	Main contractor's overheads and profit	54	210,969
<b>TOTAL: BUILDING WORKS ESTIMATE</b>			<b>£ 2,320,655</b>
<b>PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT/PROJECT COSTS</b>			
11	Professional fees and surveys	125	487,338
12	Other Project Costs	756	2,935,671
<b>BASE COST ESTIMATE</b>			<b>£ 5,743,664</b>
<b>13 RISKS</b>			
13	Risk allowance		
13.1	Design development risk	148	574,366
13.2	Construction risks	222	861,550
<b>COST LIMIT (EXCLUDING INFLATION)</b>			<b>£ 7,179,581</b>
14	Total inflation allowance	179	696,671
<b>COST LIMIT (EXCLUDING VAT ASSESSMENT)</b>			<b>£ 7,877,000</b>
15	VAT Assessment		Excluded

GIFA (m2)	3886
-----------	------

\*Construction works costs captured under item nr 7 'Works to Existing Buildings'  
This cost plan provides an indication of works to upgrade the roof only. These works have been measured against 'works to existing buildings'

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

#### 5. Area Schedule

Building Areas - New Build	Area (m2)
Basement	614
GF	818
FF	818
2F	818
3F	818
<b>Gross Internal Floor Area (GIFA)</b>	<b><u>3,886</u></b>

General arrangements/floor plans were not received for all floors in the building; measure taken for 3rd floor and pro rata'd across other floors to give indicative GIFA.

Basement area is assumed to be 75% of a typical floor plate based on discussion with the engineer. No plans were available at time of cost plan production.

The GIFA size noted presents a risk until areas can be fully confirmed.

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

**6. Basis of Estimate**

The estimate is based on the following information:-

[Architect]	Rev	Date Received
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None received

[Structural Engineer - Mott MacDonald]	Rev	Date Received
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Existing Building Sketch - QS/Sk01	P1	29/07/2022
Extents of demo/alterations at roof level - QS/Sk02	P1	29/07/2022
Proposed wall head capping detail - QS/Sk03	P1	29/07/2022
Option Sketch remedial strengthening - QS/Sk04	P1	29/07/2022
Proposed roof replacement works - QS/Sk05	P1	29/07/2022
Typical internal floor plate proposals - QS/Sk06	P1	29/07/2022
Scope notes from the engineer '20220727_QS info_RevP3'	P3	29/07/2022

[MEP Engineer]	Rev	Date Received
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None received

[Civil Engineer]	Rev	Date Received
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None received

[Landscape Architect]	Rev	Date Received
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None received

Other	Rev	Date Received
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CPMS quotation - Ayr Scaffolding 3 year look ahead	-	05/09/2022
CPMS quotation - Ayr Scaffolding 5 year look ahead	-	05/09/2022

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

## 7. Assumptions

The Cost Plan is based on the following assumptions and qualifications: -

Ref.	Description
1	The costs are predominantly derived from measured quantities given by the drawn information, with the unit rates applied to these quantities based upon recent market data for other similar projects, adjusted as necessary to reflect the specifics of this project and the scope of works being provided. Where quantities have not been established or there is not sufficient information to be able to inform pricing, lump sum or cost per m <sup>2</sup> allowances have been used, again based on similar projects and current understanding of the scheme. 'On costs' such as preliminaries, OH&P, surveys, fees and inflation are based on a combination of percentage allowances based on current market trends and with the scheme specifics in mind.
2	A number of assumptions have been made as noted in the cost plan breakdown, for example on the specification, strategy and quantities associated with items of work; it must be highlighted that many are based on outline information only and may be subject to change as the design develops. A more detailed scope of works, plus further design and surveys would be required to increase cost certainty.
3	Option 2 will involve the removal of the existing roof/mansard level of the building across the entire south block, down to wall head level at base of roof/mansard level. Chimneys and the clock tower will be partially reduced in height and an RC capping beam installed. The north block (north of clock tower) will be retained as is. The wall head level will have an RC capping beam cast at the head of the wall. A new lightweight steel roof will be installed supported from the perimeter capping beam. The new roof frames will be installed between and directly on either side of the existing protruding chimneys. The over-roof system will be flashed around the chimneys at junction with new rafters. New gutters will be installed along either side of the building with downpipes to tie into existing downpipes at lower level. Additional elements of structural strengthening will be required in addition to the over-roof. These may include additional steel framing as part of or to supplement the over-roof to stabilise chimneys and clocktower, strengthening of degraded sections of floor plate with bracing, and straps insertion of horizontal plan bracing across large voids in floor plate, such as stairwells. Additional bracing/props are to be installed at the junction between south block and clock tower to stabilise existing walls. Remedial works to north block not considered or allowed for. The associated closure required on the railway immediately adjacent is not allowed for and <b>presents a considerable risk</b> .
4	No design information from other key disciplines (including but not limited to Architectural, Health & Safety, Mechanical & Electrical and Fire Strategy) was available at the time of production of this feasibility update. Assumptions have been made based on the current understanding of the scope and knowledge of similar projects, but may be subject to change.
5	The costs for negotiation with Network Rail Scotland and other bodies necessary to obtain licenses/permissions for the rail closure are not included. It is understood this can have a significant impact on costs, and is a variable with regards the programme for the scheme, and is a key risk for the project.
6	Encapsulation/scaffolding costs have been provided by CPMS, a contractor, and included at the request of the Client. We understand this reflects the current scope required for the project, but there is no allowance for these works beyond the costs provided, and we take no responsibility for the accuracy of these costs. There is cost risk to the Client if the costs are inaccurate or the durations noted are exceeded.
7	It is assumed there are now no works required to the North Block; no allowance has been made within this cost plan. There are allowances as noted for minor interventions to the clock tower.
8	Preliminaries have been included at £22,500 per week based on benchmarked data and overheads and profit at 10%. The professional fees are based on typical allowances based on current understanding of the works. Allowance for additional surveys over and above those noted in the detailed build up has been included at 2.5%, but this is an indicative percentage and there is a risk this could increase. We would note, until the scope of works and programme is fully devised and understood, there is risk around the preliminaries allowance and this may be subject to change.
9	The base date for the estimate is 3Q 2022. An allowance for inflation has been included to an assumed construction mid-point of Q4 2024 aligned to BCIS indices. This assumes a 6 month design and procurement period, 18 month period for obtaining licenses/permissions for the railroad closure, and then a 12 week period to the halfway point of construction. The inflation can have a significant impact on the scheme due to current market turbulence; any deviations from the noted assumptions could require the cost plan to be updated.
10	A provisional sum has been included for removal/works with asbestos in the sum of £300k. Surveys will be required to ascertain the scope of works required, and this is a significant risk to the project; without the surveys being undertaken at this point in time it is almost impossible to value the works required.
11	There are no diversions, terminations or works to existing services within the site boundary.
12	A provisional sum has been included for out of hours working. It is assumed the majority of the works will still be carried out within normal working hours however. This presents a risk to the project should the strategy become better defined and require a different proportion (say 100%) out of hours working. The number of personnel and resource required is also not yet defined.
13	No decommissioning works are required to the site.
14	Full programme and procurement route are yet to be defined; both items may have a commercial impact once the strategy for each has been defined, and presents both a risk and opportunity to the project.

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

**7. Assumptions (cont'd)**

- 15 External works - it is assumed that there is no requirement for any external works, or enabling/preparatory works outside of the Hotel itself.
- 16 It is assumed that access to the site is suitable for construction traffic, and there is no requirement for works to be undertaken to the access as part of this contract.
- 17 The costs included assume a fair balance of contractual risk (particularly with respect to potential Covid implications).
- 18 There is no requirement for decant of furniture, equipment or other installations. There is a possibility residents from the nearby sheltered housing complex need to be decanted/relocated; there is no allowance for this in the cost plan but we have been advised by the Client this may be a requirement and will be funded from a separate budget.
- 19 Access for the works will be unrestricted and completed in one uninterrupted programme of works.
- 20 It is assumed that the building is of a satisfactory condition for the works/structural interventions noted in the detailed estimate to take place. There are no additional allowances for preparatory measures to facilitate the works described.
- 21 A risk allowance has been included on the cost estimate based on a risk level of 25%, and represents an enhanced allowance based on the current level of design detail for the scheme when reviewed against other similar projects.
- 22 We assume that the project will be competitively tendered.
- 23 Programme assumptions:

A	06/09/2022	Original cost plan date of issue
B	05/03/2023	6 months additional time (design, approvals etc.)
C	26/08/2024	18 month rail closure request (assumes follows on from approval date Item B)
D	16/09/2024	Assumed start on site date (assumes contractor can be procured during rail closure request period, with a 3 week break between closure permissions achieved and start on site)
E	15/12/2024	Assumed construction mid point (Circa 24 week programme)
F	15/03/2025	Assumed construction end point
G	24.7	Duration hire scaffolding in months (from Item A cost plan date of issue to Item D construction start)

There are a number of unconfirmed variables in relation to the programme. This is a high level assessment based on limited information. It may be that some items (e.g. the rail closure permissions) take longer. It may be that some activities can be 'overlapped' and shorten the period, for example design activities/closure grant wait period/surveys. It is recommended a formal programme is devised.

- 24 A complete set of plans was not available at time of cost plan production. The Basement area is assumed to be 75% of a typical floor plate based on discussion with the engineer. The GIFA for the project is based on a measure taken for 3rd floor and pro rata'd across other floors to give indicative building size.

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

## 8. Exclusions

The following items are not included within the Order of Cost Estimate (unless otherwise described):-

Ref.	Description	Ref.	Description
1	Value Added Tax	21	Special equipment
2	Client direct costs beyond the CPMS quotations as noted	22	Out of hours working beyond the allowance noted in the detailed estimate
3	Legal fees	23	Utilities charges
4	Land acquisition fees	24	Traffic management and works to existing highways
5	Planning fees and additional planning requirements	25	Phasing of works, or costs associated with the site being shared / live with other parties / adjacent neighbours and stakeholders (inc. but not limited to extra H&S costs)
6	Grant / taxes	26	Network rail costs or costs associated with the closure of the train line
7	Statutory fees	27	Specialist temporary support works
8	Finance charges	28	Covid-19 related delays
9	<b>Measured</b> works in relation to the removal, encapsulation, or any works with asbestos or other contaminants/hazards. A provisional sum has been utilised but presents a significant risk and may be subject to change	29	Client equipment (e.g. computers etc.) and ICT works
10	Archaeological / Ecological works, environmental impacts and flood mitigation measures	30	Loose FF&E
11	Abnormal ground conditions, contaminated ground or removal of contaminated material on or off site	31	Demolition beyond the items noted in the detailed breakdown
12	Section 38,106 & 278 works	32	Industry wide material shortages
13	Services diversions/upgrades unless specified	33	Operational costs
14	Removal of contaminated material on or off site	34	The procurement strategy is yet to be defined. Therefore, no allowances have been made for framework fees or similar items.
15	Works beyond boundary of the site	35	Planning gain
16	Licence fees to other / adjoining owners	36	Costs relating to overhead cranes
17	Infrastructure / road upgrade works to facilitate delivery of the works	37	Costs associated with the Options 1, 3, & 4
18	Client team internal costs such as PM fees / internal staffing, overheads, and the like	38	Works required which were previously 'unknown' (whether discovered as a natural consequence of 'opening up' the building or as a result of the surveys).
19	Decanting / relocation works, for FF&E, loose FF&E, or residents in nearby accommodation	39	Consequential improvements
20	Lifecycle costs	40	Client contingency. We are not fully apprised of the Client budget for the works. Maintaining a contingency budget is recommended, particularly given the high risk nature of the works, and the potential for works required which were previously 'unknown' (whether discovered as a natural consequence of 'opening up' the building or as a result of the surveys) which may not be covered by the current risk allowance.

The above list is not exhaustive and should be reviewed upon the release of further information. In order to further accurately assess the cost, Mott MacDonald recommends that these are project managed to mitigate any potential cost / programme implications.

Revision: B

Issue date: 18/11/22

Base date: 3Q 2022

Job code: 100399316

## 9. Risks and opportunities

The following factors have been identified as cost risks which could potentially impact upon the financial robustness of the cost estimate. Please note this is not an exhaustive list of risks. Strategies to manage and mitigate the risks will need developing with the project team in due course. It is recommended a project risk register is devised and monitored to understand the risk profile as the project progresses.

Ref.	Risks
1	Remedial works carry a great deal of risk; even with surveys it can often be challenging to ascertain the full scope of works required until construction begins. Once underway, given the dilapidated nature of the building, even an appropriately formulated scope of works can change depending on how the building responds to construction activities. There is no allowance in the cost plan for works not expressly described; therefore any works required which were previously 'unknown' (whether discovered as a natural consequence of 'opening up' the building or as a result of the surveys) are excluded.
2	Economic uncertainty - In recent years there has been substantial inflation on key materials, and issues with availability of labour resource. There is a risk inflation continues to increase at faster than current expectations, and prices may exceed cost plan allowances. As such, the inflation calculation must be viewed as a 'point in time' and there is a risk the cost plan becomes outdated without regular reviews and updates to the inflation calculations. The procurement strategy and cost plan must therefore be aligned to try and minimise this risk. It is recommended the Client allows sufficient contingency to cover possible premiums when procuring contractors caused by volatile market conditions.
3	Network Rail Scotland requirements are not yet known, but it is understood disruption to the operational railway will be necessary. This presents a significant cost and programme risk.
4	Insurance companies requirements - Potential conflicts with fire officer and local building code requirements.
5	Covid-19 related delays.
6	Compliance with local standards.
7	Changes to the design/intent and assumed programme for the scheme.
8	Contractor's market - Obtaining competitive 'value for money' tenders from suitable Contractors who have experience within the region and are capable of managing the works.
9	Logistics and sequencing, construction activities - need to be carefully planned to enable the optimisation of transportation / deliveries and efficient working whilst also minimising disruption to what is understood may be a shared/live site or have live adjacent sites occupied by others.
10	This estimate has been prepared based on limited design/information. As the design evolves and becomes more coordinated, the cost plan will need to be reviewed. Because of this, the GIFA size noted presents a risk until areas can be fully confirmed.
11	The condition of the buildings, access issues, and asbestos/contamination. The findings of the surveys can have a significant potential impact on the cost of the works. The scope of these surveys is also still undetermined, including requirements to facilitate the survey, the works required, and access requirements. Costs for works additional to those noted in the detailed build up identified as a result of the surveys are excluded.
12	The extent of the remedial masonry works, the building's capacity to accommodate structural changes, and drainage strategy for the site all present a risk.
13	The accuracy of the CPMS quotation, including over the durations noted.

The following **opportunities** to potentially improve value for money and/or reduce the total estimated cost have also been identified:-

Ref.	Opportunities
1	Review the cost estimate and assumptions with the design team, to see if there are areas where efficiencies can be made as new information becomes available.
2	Rationalise the spaces/better understand the proportional usage of the estimate (potential for more 'lower cost areas', although the inverse of this also presents a risk).
3	Carry out market testing of material and equipment prices, and aim to maximize the benefits of bulk purchasing if possible.
4	Advance procurement - Investigate the possibility of early procurement of materials and equipment in order to take advantage of competitive prices or favourable exchange rates.

Revision: B

Issue Date: 18/11/2022

Base Date: 3Q 2022

Project No.

100399316

**1 FACILITATING AND BUILDING WORKS**

	Quant	Unit	Rate (£)	Total	Notes
<b>0 FACILITATING WORKS</b> Not applicable				Excluded	Demo/alts works captured in Section 7
<b>1 SUBSTRUCTURE</b> Not applicable				Excluded	
<b>2 SUPERSTRUCTURE</b> Not applicable				Excluded	
<b>3 INTERNAL FINISHES</b> Not applicable				Excluded	
<b>4 FITTINGS, FURNISHINGS AND EQUIPMENT</b> Not applicable				Excluded	
<b>5 SERVICES</b> Not applicable				Excluded	
<b>6 PREFABRICATED BUILDINGS AND BUILDING UNITS</b> Not applicable				Excluded	
<b>7 WORK TO EXISTING BUILDINGS</b>					All comments as per the outline scope document provided by the structural engineer
<i>Preliminary work</i>					
7.1.1 Installation of floor boarding and internal support to allow access and facilitate the structural survey and asbestos survey	777	m2	50	38,855	Allow for internal scaffold and floor boarding within rooms. Required to GF-3F to facilitate surveys. Assume covers 20% floor plate.
7.1.1 Structural survey required to establish condition of building and ability to enter for surveys/demolition	1	item	73,500	73,500	Full scope of survey to be defined. Assumes unrestricted access and building condition suitable enough to allow surveys to go ahead.
7.1.1 Asbestos survey of building	1	item	49,000	49,000	Full scope of survey to be defined. Assumes unrestricted access and building condition suitable enough to allow surveys to go ahead.
7.1.1 Provisional sum; asbestos removal/encapsulation	1	item	300,000	300,000	Asbestos removal as required to upper floors and also lower floors where remedial/intrusive work required. Extent of asbestos unknown - provisional allowance until detail is defined
<i>Main works</i>					
7.1.1 Removal of timber frame and slates to roof across full South block.	818	m2	150	122,700	Timber roof / mansard can be removed with encapsulation in place. Note timber roof likely taken down in 2 main stages: initial partial removal to allow scaffolding to be erected between wall heads horizontally and vertical to roof level and second stage removal of remaining frame to wall head level. Note assumed that demolition works will be undertaken during full line closure.
7.1.1 Removal of stonework elements above wall head level (not chimneys or clock tower)	348	m2	100	34,770	Stonework to be removed at roof level to include feature stone windows and blockwork externally. Internal blockwork and chimneys to be retained (unless defective).
7.1.1 E/o - allowance for remedial works to defective brickwork/blockwork	1	item	17,385	17,385	Assumes circa 50% of stoneworks total
7.1.1 E/o - allowance for retaining heritage elements of stonework on the above works	1	item	17,385	17,385	Assumes circa 50% of stoneworks total
7.1.1 E/o for removal/work around dormers	17	nr	3,750	63,750	Detailing and extent of works to be defined
7.1.1 Existing chimneys to be partially reduced in height and capped; removal of masonry	7	nr	6,000	42,000	Say 2.5m height to be removed from existing chimney stack height. Chimneys to be capped with RC capping (say same construction as wall head capping beam over plan extents) In final condition chimneys will sit approx. 0.5m above apex of new over-roof system. Masonry remedial measures included within general remedial scope below
7.1.1 Existing chimneys to be partially reduced in height and capped; RC capping beam	7	nr	1,825	12,775	
7.1.1 Tidying up of existing wall head to accept RC capping beam.	7	nr	500	3,500	Minimal removal of loose stonework/material only. Enough only to prepare surface for capping beam.

Revision: B

Issue Date: 18/11/2022

Base Date: 3Q 2022

Project No.

100399316

7.1.1	Removal/Resetting of loose masonry to top level	1	item	5,000	5,000	Majority of stonework internally understood to be in good condition. Limited replacement/resetting may be required. Repointing not required in this stage unless significant mortar loss endangers integrity. Say: - installation of helifix remedial crack stitching to masonry walls. Say 50 linear m across entire south block (incl chimneys) - Internally assume steel corner straps to restore connection between masonry walls. Say straps @ 500 centres vertically up wall. For costing assume 100 straps resin fired to walls.	
7.1.1	Remedial repairs to masonry/stonework	1	item	15,000	15,000		
7.1.1	Strengthening of sections degraded floor plate support	389	m2	200	77,710	As per the Structural Engineer's notes; install steel brace system directly above existing floor to alleviate issues with damaged joists (brought in through windows) Say installed to 10% floor area of South block only (excl. clock tower) include for propping below joists to break span where required. Say acrow prop (with bearer) @ 1m centres along 20% of wall perimeter to basement level (say spanning between 4 levels)	
7.1.1	E/o on the above - strengthening of basement	164	m2	175	28,630	As per the scope note immediately above	
7.1.1	Installation of steel bracing within floor voids i.e. stairwells	2	tn	3,000	6,300	Steel cross brace installed across stair/lift voids at top floor. Say 203x60 UC	
7.1.1	Installation of structural steel support to brace chimneys at roof level in place of removed roof	12	tn	3,000	35,040	Steel beams to be say 150x15010SHS with horizontal bracing between running between each chimney projection. Say 3No. Running between chimneys with resin fixings to chimney stonework.	
7.1.1	Installation of additional steel to clocktower/south block junction to strengthen wall (due to removal of roof to south block)	40	tn	3,000	120,324		
7.1.1	Secondary steel and fixings	11	tn	3,000	32,333		
7.1.1	Intumescent paint	65	tn	350	22,633		
7.1.1	Painting decorative / corrosion protection	65	tn	100	6,467		
7.1.1	Remedial repairs to clock tower roof:					Clock tower to remain as is but some remedial works may be required to stabilise/weatherproof. As advised by the engineer, assumed in fair condition but say:	
7.1.1	Replacement of slates and sarking	87	m2	200	17,400		
7.1.1	installation of helifix remedial crack stitching to masonry walls. Say 25 linear m	25	m	30	750		
7.1.1	Resetting of stonework/masonry, say 25No. blocks	25	nr	150	3,750		
7.1.1	installation of 30No. corner straps	30	nr	135	4,050		
7.1.1	Installation of RC capping beam to head of existing wall head	200	m	250	50,000	Say RC capping beam 600mm wide x 250mm around full perimeter of South block. Allow for 2 layers A393 mesh with 2No. 12mm dia L bars resin fixed to capping beam/wall head at 500mm centres.	
7.1.1	Installation of new lightweight over-roof system	818	m2	225	184,050	Assume over-roof as per Ashjack system (Ash & Lacy) or similar. To consist of wall head Z beam around perimeter of south block resin fixed to new capping beam and lightweight roof structure with cladding to roof. Max 35degree pitch.	
7.1.1	Installation of new drainage system and tie in to existing drainage	818	m2	35	28,630	Assume provision of new gutter along perimeter walls and new downpipe (say 12 No. over 2 floor height. Assume tied into existing downpipes and reuse of existing runoff systems and therefore no requirements for additional below ground drainage	
7.1.1	Remedial repairs to existing damaged windows	80	nr	75	6,000	Say boarding up of 80 window frames	
7.1.1	Provisional sum; out of hours working	1	item	150,000	150,000	Allows for circa £25k per week based on a 6 week programme of out of hours works	
					<b>1,569,687</b>		
<b>8</b>	<b>EXTERNAL WORKS</b> Not applicable					Excluded	
<b>TOTAL (GIA)</b>		<b>3,886</b>	<b>m2</b>	<b>100%</b>			
		<b>SUB-TOTAL (FACILITATING AND BUILDING WORKS) £ I</b>			<b>1,569,687</b>	<b>£404</b>	<b>/m2 - Total GIA</b>

Revision: B

Issue Date: 18/11/2022

Base Date: 3Q 2022

Project No.

100399316

**2 MAIN CONTRACTOR'S COSTS**

9	Main Contractor's Preliminaries	24.00	weeks	22,500	540,000	
10	Main Contractor's Overhead & Profit	10%		2,109,687	210,969	
				<b>TOTAL BUILDING WORKS ESTIMATE £</b>	<b>2,320,655</b>	<b>£597 /m2 - Total GIA</b>

**3 PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT/PROJECT COSTS, RISK AND INFLATION**

11	Professional fees and surveys					
11a	Surveys	2.5%		2,320,655	58,016	Allowance only
11b	Professional Fees	15.0%		2,320,655	348,098	Provisional allowance for professional fees; full delivery strategy to be defined
11c	Contractor Design Fee	3.5%		2,320,655	81,223	Assumes some requirement for contractor input into design
<b>Other Project Costs</b>						
12	Client Direct costs			-	-	Assumes some requirement for contractor input into design
	Scaffolding, encapsulation, & protective measures quotation as per information provided by CPMS	1	item	1,880,499	1,880,499	Pro rata'd from 3 and 5 year quotations provided; calculation indicative until strategy confirmed
	Removal of scaffolding, encapsulation, & protective measures as per quotation provided by CPMS	1	item	1,055,172	1,055,172	Taken directly from quotation provided
				<b>BASE COST ESTIMATE £</b>	<b>5,743,664</b>	<b>£1,478 /m2 - Total GIA</b>

13	Risk allowance					Allowance based on a typical inclusion at this level of design/scope maturity
13.1	Design development risk	10%			574,366	Risk associated with the works already noted, not sufficient to cover eventualities arising from the outcome of surveys or discoveries made as a result of undertaking the works identified.
13.2	Construction risks	15%			861,550	
				<b>COST LIMIT (EXCLUDING INFLATION) £</b>	<b>7,179,581</b>	<b>£1,848 /m2 - Total GIA</b>

14	Inflation Adjustment					
	Base Date	Q3 2022	index	371	BCIS All-in TPI data as of:	
	Construction Mid-Point	Q4 2024	index	407	16 November 2022	
		<b>Applied Rate:</b>			<b>9.70%</b>	
					696,671	Assumed mid-point of construction Q4 2024
				<b>COST LIMIT (EXCLUDING VAT ASSESSMENT) £</b>	<b>7,877,000</b>	<b>£2,027 /m2 - Total GIA</b>

15	Below the Line / Other Client Costs					
	VAT on Project Construction Cost (at full 20%)	20%		7,877,000	Excluded	

## **D. CPMS Encapsulation Retention Quotations**



Commercial Property Maintenance Services Ltd  
GLASGOW ■ MANCHESTER ■ INVERNESS ■ YORK

CPMS Ltd  
Victoria House 114 Main Road Elderslie  
PA4 9AX  
Tel : 01505 382 333 F: 01505 382 338  
www.cpms.com

CPMS Project Manager: M Shiells  
Project: Ayr Train Station  
CPMS Project No: 3 Years & Removal  
Client: South Ayrshire Council  
Client Contact: Hugh Talbot  
Tel No: 01292 616278

Payment Terms (Days): 30  
Retention Terms (Days): 0

		Year 1		Year 2		Year 3		Removal	
		Assume 10% Inflation		Assume 3% Inflation		Assume 3% Inflation		Lump Sum	
		1st April 2023 to 31st March 2024		1st April 2024 to 31st March 2025		1st April 2025 to 31st March 2026		Removal	
		% Value	£ Value	% Value	£ Value	% Value	£ Value	% Value	£ Value

Ref No.	DESCRIPTION	Unit	Qty	Rate	Total COST	Year 1		Year 2		Year 3		Removal		Value	
						% Value	£ Value	% Value	£ Value	% Value	£ Value	% Value	£ Value	Hires	Removal
<b>Hires Only</b>															
<b>Roof Hires 22/23</b>															
Item B	Weekly additional scaffold hires	wks	52	£ 2,234.00	£ 116,168.00		£ 127,784.80	£ 131,618.34		£ 135,566.89				£ 394,970.04	
Item C	Weekly hire for roof structure	wks	52	£ 4,300.00	£ 223,600.00		£ 245,960.00	£ 253,338.80		£ 260,938.96				£ 760,237.76	
Item E	Monthly cost of rectifying and physical check of the roof structure	mnts	12	£ 1,750.00	£ 21,000.00		£ 23,100.00	£ 23,793.00		£ 24,506.79				£ 71,399.79	
<b>Scaffold Hires 22/23</b>															
Item 1	Rental duration of scaffold	wks	52	£ 6,600.00	£ 343,200.00		£ 377,520.00	£ 388,845.60		£ 400,510.97				£ 1,166,876.57	
<b>Additional Inspections</b>															
Table 3	EO monthly inspections - further inspection regime as per SAC request	mnts	12	£ 3,615.00	£ 43,380.00		£ 47,718.00	£ 49,149.54		£ 50,624.03				£ 147,491.57	
Table 3	Tactile inspection of portals by rope access team	Qtr	4	£ 2,946.04	£ 11,784.15		£ 12,962.57	£ 13,351.44		£ 13,751.99				£ 40,065.99	
<b>Guano Removal</b>															
Table 3	Clean and sterilise scaffolding from build up of guano and dispose of site	6 monthly	2	£ 5,290.00	£ 10,580.00		£ 11,638.00	£ 11,987.14		£ 12,346.75			£ 1,055,172.00		£ 1,055,172.00
<b>Additional Inspections</b>															
	Netting	6 Monthly	2	£ 6,300.00	£ 12,600.00		£ 13,860.00	£ 14,275.80		£ 14,704.07				£ 42,839.87	
<b>Renewals</b>															
	Replace the sheeting to the north and south gables <i>[This is weather dependant]</i>	6 Monthly	2	£ 4,450.00	£ 8,900.00		£ 9,790.00	£ 10,083.70		£ 10,386.21				£ 30,259.91	
<b>CCTV Tower</b>															
	1 Tower Hire	Monthly	12	£ 1,638.00	£ 19,656.00		£ 21,621.60	£ 22,270.25		£ 22,938.36				£ 66,830.20	
	Video Smart System 1	Monthly	12	£ 820.00	£ 9,840.00		£ 10,824.00	£ 11,148.72		£ 11,483.18				£ 33,455.90	
	Video Smart System 2	Monthly	12	£ 820.00	£ 9,840.00		£ 10,824.00	£ 11,148.72		£ 11,483.18				£ 33,455.90	
<b>Life Extension Works</b>															
				Costs Inc OH&P	Costs Inc Supervision etc										
	Debris Removal - Item 1.1, parts 1,3 & 4	1	sum	£ 18,428.75	£ 20,271.63									£ 20,271.63	
	Canopy Design - Item 1.2	1	sum	£ 1,104.00	£ 1,214.40									£ 1,214.40	
	Canopy Installation - Item 1.3	1	sum	£ 16,307.00	£ 17,937.70									£ 17,937.70	
	Roof Netting Clock Tower - Item 1.4	1	sum	£ 7,043.75	£ 7,748.13									£ 7,748.13	
	Gable sheeting - Item 1.5	1	sum	Inc	Inc									Inc	
	Sheeting replacement - Item 1.6	1	sum	£ 14,823.50	£ 16,305.85									£ 16,305.85	
	Window repairs ( Broken Windows only) - Item 1.7	1	sum	£ 15,653.80	£ 17,219.18									£ 17,219.18	
	Scaffold board replacement - Item 1.8	1	sum	£ 16,531.25	£ 18,184.38									£ 18,184.38	
	Scaffold Clips/Straps - Item 1.10	1	sum	£ 9,447.25	£ 10,391.98									£ 10,391.98	
<b>TOTALS</b>					£ 939,821.38	£ 939,821.38	£ 913,602.97	£ 941,011.05	£ 969,241.39	£ 1,055,172.00	£ 1,055,172.00	£ 2,933,128.63	£ 1,055,172.00		
Retention Figures				£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -				
Net Total				£ 939,821.38	£ 939,821.38	£ 913,602.97	£ 941,011.05	£ 969,241.39	£ 1,055,172.00	£ 1,055,172.00	£ 1,055,172.00	£ 2,933,128.63	£ 1,055,172.00	£ 3,988,300.63	



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 Victoria House 114 Main Road Elderslie  
 PA4 9AX  
 Tel : 01505 382 333 F: 01505 382 338  
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CPMS Project Manager: M Shiels  
 Project: Ayr Train Station  
 CPMS Project No. 5 Years & Removal  
 Client: South Ayrshire Council  
 Client Contact: Hugh Talbot  
 Tel No: 01292 616278  
 Payment Terms (Days): 30  
 Retention Terms (Days): 0

Ref No.	DESCRIPTION	Unit	Qty	Rate	Total COST	Year 1		Year 2		Year 3		Year 4		Year 5		Removal		Value		
						Assume 10% Inflation		Assume 3% Inflation		Assume 3% Inflation		Assume 3% Inflation		Assume 3% Inflation		Lump Sum		Hires	Removal	
						1st April 2023 to 31st March 2024	%Value	1st April 2024 to 31st March 2025	%Value	1st April 2025 to 31st March 2026	%Value	1st April 2026 to 31st March 2027	%Value	1st April 2027 to 31st March 2028	%Value	%Value	£ Value	£ Value		
<b>Hires Only</b>																				
<b>Roof Hires 22/23</b>																				
Item B	Weekly additional scaffold hires	wks	52	£ 2,234.00	£ 116,168.00	£ 127,784.80	£ 131,618.34	£ 135,566.89	£ 139,633.90	£ 143,822.92	£ 148,135.04	£ 152,570.26	£ 157,138.66	£ 161,841.34	£ 166,680.28	£ 171,656.58	£ 176,770.34	£ 182,021.66	£ 187,410.54	£ 192,938.98
Item C	Weekly hire for roof structure	wks	52	£ 4,300.00	£ 223,600.00	£ 245,960.00	£ 253,338.80	£ 260,938.96	£ 268,767.13	£ 276,830.15	£ 285,130.15	£ 293,663.15	£ 302,430.15	£ 311,433.15	£ 320,673.15	£ 330,150.15	£ 340,000.15	£ 350,130.15	£ 360,550.15	£ 371,260.15
Item E	Monthly cost of rectifying and physical check of the roof structure	mnts	12	£ 1,750.00	£ 21,000.00	£ 23,100.00	£ 23,793.00	£ 24,506.79	£ 25,241.99	£ 25,999.25	£ 26,770.00	£ 27,563.25	£ 28,379.00	£ 29,217.25	£ 30,078.00	£ 30,951.25	£ 31,837.00	£ 32,735.25	£ 33,646.00	£ 34,569.25
<b>Scaffold Hires 22/23</b>																				
Item 1	Rental duration of scaffold	wks	52	£ 6,600.00	£ 343,200.00	£ 377,520.00	£ 388,845.60	£ 400,510.97	£ 412,526.30	£ 424,902.09	£ 437,648.34	£ 450,765.15	£ 464,253.40	£ 478,123.15	£ 492,375.40	£ 507,011.15	£ 522,031.40	£ 537,436.15	£ 553,225.40	£ 569,409.15
<b>Additional Inspections</b>																				
Table 3	EO monthly inspections - further inspection regime as per SAC request	mnts	12	£ 3,615.00	£ 43,380.00	£ 47,718.00	£ 49,149.54	£ 50,624.03	£ 52,142.75	£ 53,707.03	£ 55,317.36	£ 56,973.15	£ 58,674.90	£ 60,413.15	£ 62,189.50	£ 64,003.75	£ 65,856.50	£ 67,747.50	£ 69,676.50	£ 71,643.50
Table 3	Tactile inspection of portals by rope access team	Qtr	4	£ 2,946.08	£ 11,784.32	£ 12,962.57	£ 13,351.44	£ 13,751.99	£ 14,164.54	£ 14,589.48	£ 15,026.31	£ 15,485.54	£ 15,956.77	£ 16,439.60	£ 16,914.73	£ 17,401.86	£ 17,900.69	£ 18,410.92	£ 18,932.25	£ 19,464.28
<b>Guano Removal</b>																				
Table 3	Clean and sterilise scaffolding from build up of guano and dispose of site	6 monthly	2	£ 5,290.00	£ 10,580.00	£ 11,638.00	£ 11,987.14	£ 12,346.75	£ 12,717.16	£ 13,098.67	£ 13,490.88	£ 13,894.29	£ 14,308.50	£ 14,733.11	£ 15,168.72	£ 15,614.93	£ 16,072.34	£ 16,540.55	£ 17,019.16	£ 17,507.77
<b>Additional Inspections</b>																				
	Netting	6 Monthly	2	£ 6,300.00	£ 12,600.00	£ 13,860.00	£ 14,275.80	£ 14,704.07	£ 15,145.20	£ 15,599.55	£ 16,067.60	£ 16,549.05	£ 17,043.50	£ 17,550.55	£ 18,070.80	£ 18,603.95	£ 19,149.50	£ 19,707.15	£ 20,276.50	£ 20,857.25
<b>Renewals</b>																				
	Replace the sheeting to the north and south gables <i>(This is weather dependent)</i>	6 Monthly	2	£ 4,450.00	£ 8,900.00	£ 9,790.00	£ 10,083.70	£ 10,386.21	£ 10,697.80	£ 11,018.73	£ 11,348.50	£ 11,686.75	£ 12,033.10	£ 12,388.15	£ 12,751.50	£ 13,123.45	£ 13,504.50	£ 13,894.35	£ 14,292.70	£ 14,700.15
<b>CCTV Tower</b>																				
	1 Tower Hire	Monthly	12	£ 1,638.00	£ 19,656.00	£ 21,621.60	£ 22,270.25	£ 22,938.36	£ 23,626.51	£ 24,335.30	£ 25,064.35	£ 25,813.25	£ 26,581.60	£ 27,369.90	£ 28,177.75	£ 29,005.75	£ 29,853.50	£ 30,721.50	£ 31,609.35	£ 32,516.75
	Video Smart System 1	Monthly	12	£ 820.00	£ 9,840.00	£ 10,824.00	£ 11,148.72	£ 11,483.18	£ 11,827.68	£ 12,182.51	£ 12,547.25	£ 12,921.40	£ 13,305.55	£ 13,699.40	£ 14,103.65	£ 14,517.90	£ 14,942.85	£ 15,378.10	£ 15,823.35	£ 16,278.30
	Video Smart System 2	Monthly	12	£ 820.00	£ 9,840.00	£ 10,824.00	£ 11,148.72	£ 11,483.18	£ 11,827.68	£ 12,182.51	£ 12,547.25	£ 12,921.40	£ 13,305.55	£ 13,699.40	£ 14,103.65	£ 14,517.90	£ 14,942.85	£ 15,378.10	£ 15,823.35	£ 16,278.30
<b>Life Extension Works</b>																				
	Costs Inc OH&P																			
	Costs Inc Supervision etc																			
	Debris Removal - Item 1.1, parts 1.3 & 4	1	sum	£ 18,428.75	£ 20,271.63															
	Canopy Design - Item 1.2	1	sum	£ 1,104.00	£ 1,214.40															
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	Gable sheeting - Item 1.5	1	sum	£ 14,823.50	£ 16,305.85															
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	Scaffold board replacement - Item 1.8	1	sum	£ 9,447.25	£ 10,391.98															
	Scaffold Clips/Straps - Item 1.10	1	sum	£ 9,447.25	£ 10,391.98															
<b>TOTALS</b>					£ 939,821.38	£ 913,602.97	£ 941,011.05	£ 969,241.39	£ 998,318.63	£ 1,028,268.19	£ 1,055,172.00	£ 1,085,172.00	£ 1,115,172.00	£ 1,145,172.00	£ 1,175,172.00	£ 1,205,172.00	£ 1,235,172.00	£ 1,265,172.00	£ 1,295,172.00	£ 1,325,172.00
Retention Figures					£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Net Total					£ 939,821.38	£ 913,602.97	£ 941,011.05	£ 969,241.39	£ 998,318.63	£ 1,028,268.19	£ 1,055,172.00	£ 1,085,172.00	£ 1,115,172.00	£ 1,145,172.00	£ 1,175,172.00	£ 1,205,172.00	£ 1,235,172.00	£ 1,265,172.00	£ 1,295,172.00	£ 1,325,172.00
																		£ 4,959,715.45	£ 1,055,172.00	
																		£	6,014,887.45	



## South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

### 1. Policy details

Policy Title	Station Hotel update
Lead Officer (Name/Position/Email)	Craig Iles, Service Lead – Planning and Building Standards – <a href="mailto:craig.iles@south-ayrshire.gov.uk">craig.iles@south-ayrshire.gov.uk</a>

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	N/A	N/A
Disability	N/A	N/A
Gender Reassignment (Trans/Transgender Identity)	N/A	N/A
Marriage or Civil Partnership	N/A	N/A
Pregnancy and Maternity	N/A	N/A
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	N/A	N/A
Religion or Belief (including lack of belief)	N/A	N/A
Sex – (issues specific to women & men or girls & boys)	N/A	N/A
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	N/A	N/A

Community or Groups of People	Negative Impacts	Positive impacts
Thematic Groups: Health, Human Rights & Children's Rights	N/A	N/A

**3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). Consideration must be given particularly to children and families.**

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	N/A	N/A
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	N/A	N/A
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	N/A	N/A
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	N/A	N/A
Socio-economic Background – social class i.e. parent's education, employment and income	N/A	N/A

**4. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes Consider the 'Three Key Needs' of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
<b>Eliminate unlawful discrimination, harassment and victimisation</b>	low
<b>Advance equality of opportunity</b> between people who share a protected characteristic and those who do not	low
<b>Foster good relations</b> between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	low
Increase participation of particular communities or groups in public life	low
Improve the health and wellbeing of particular communities or groups	low
Promote the human rights of particular communities or groups	low
Tackle deprivation faced by particular communities or groups	low

**5. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b> )	<b>No</b>
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**Rationale for decision:**

Not required as there is no specific impact on communities, groups of people, employees or thematic groups.

**Signed :** Craig Iles

Service Lead

**Date:** 8 November 2022