



**ATKINS**

Member of the SNC-Lavalin Group

# **AYR STATION HOTEL** **PHASE 2 OPTION REVIEW**

JUNE 2023



## AYR STATION HOTEL

### PHASE 2 OPTION REVIEW

## DISCLAIMER

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#### DOCUMENT HISTORY

| Job No.  |                     | Document Ref: |         |          |            |                |
|----------|---------------------|---------------|---------|----------|------------|----------------|
| Revision | Purpose Description | Originated    | Checked | Reviewed | Authorised | Date           |
| [01]     | DRAFT               | SG            | SG      | SG       | CC         | June 2021      |
| [02]     | DRAFT               | SG            | SG      | SG       | CC         | December 2021  |
| [03]     | DRAFT               | SG            | SG      | SG       | CC         | May 2022       |
| [04]     | FINAL               | SG            | SG      | SG       | CC         | September 2022 |
| [05]     | FINAL               | SG            | SG      | SG       | CC         | June 2023      |



## Introduction

This is the Phase 2 of the Feasibility Study to identify an economically viable potential use for the Ayr Station Hotel. This Report should be read in conjunction with the Phase 1 of this study – ***Ayr Station Hotel Feasibility Study February 2021*** and there will be references to this preceding document within this Report. Phase 2 is the development of the shortlisted options as identified in the feasibility Study and as agreed and instructed by the Strategic Governance Group.

## Project Remit

| PHASE | OUTPUT  | STATUS   |          |
|-------|---|--|----------|
| 1     | Initial identification and review of long-list of potential options for future use of the building and associated 'market/investment' viability. A conclusion and recommendation shall be provided. | An Indicative Options Appraisal Report setting out the options that demonstrate the basic-case to be considered viable for further appraisal – presenting relevant use(s), potential investment profile and long-term operational profile. | COMPLETE |
| 2     | Detailed evaluation of identified viable/ preferred options for use of the building. A conclusion and recommendation shall be provided.   | Outcome of the options appraisal report will be a thoroughly evidenced range of options which will assist in deciding the future of the building.<br><br>A conclusion with a recommendation shall be provided.                             | COMPLETE |



## Contributors

The Project Team have contributed to the Report.

### Architecture + Lead

Atkins

### Costs

Faithful & Gould

### Structural Engineering

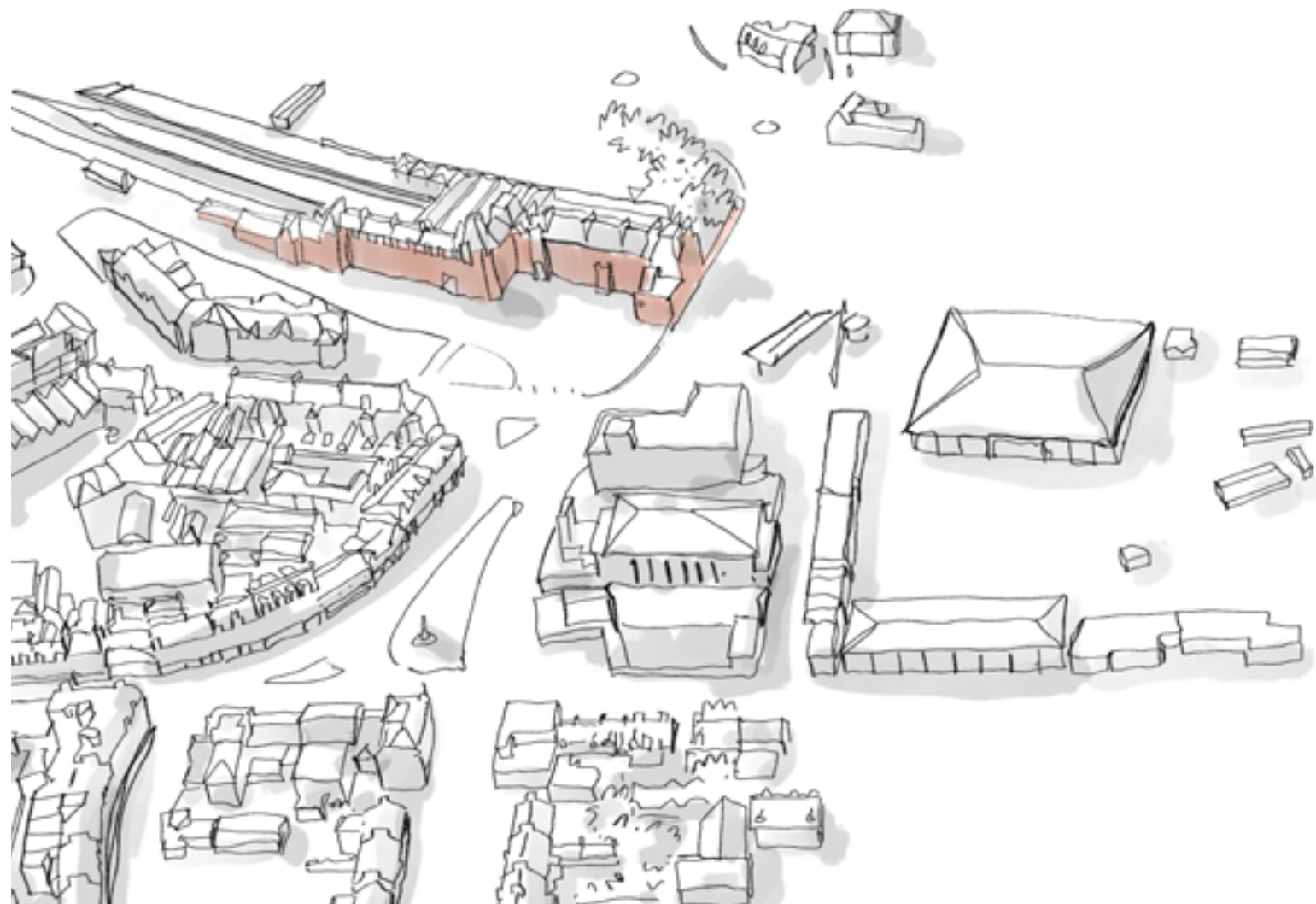
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### Building Services

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### Transport Planning

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# AYR STATION HOTEL

## PHASE 2 OPTION REVIEW





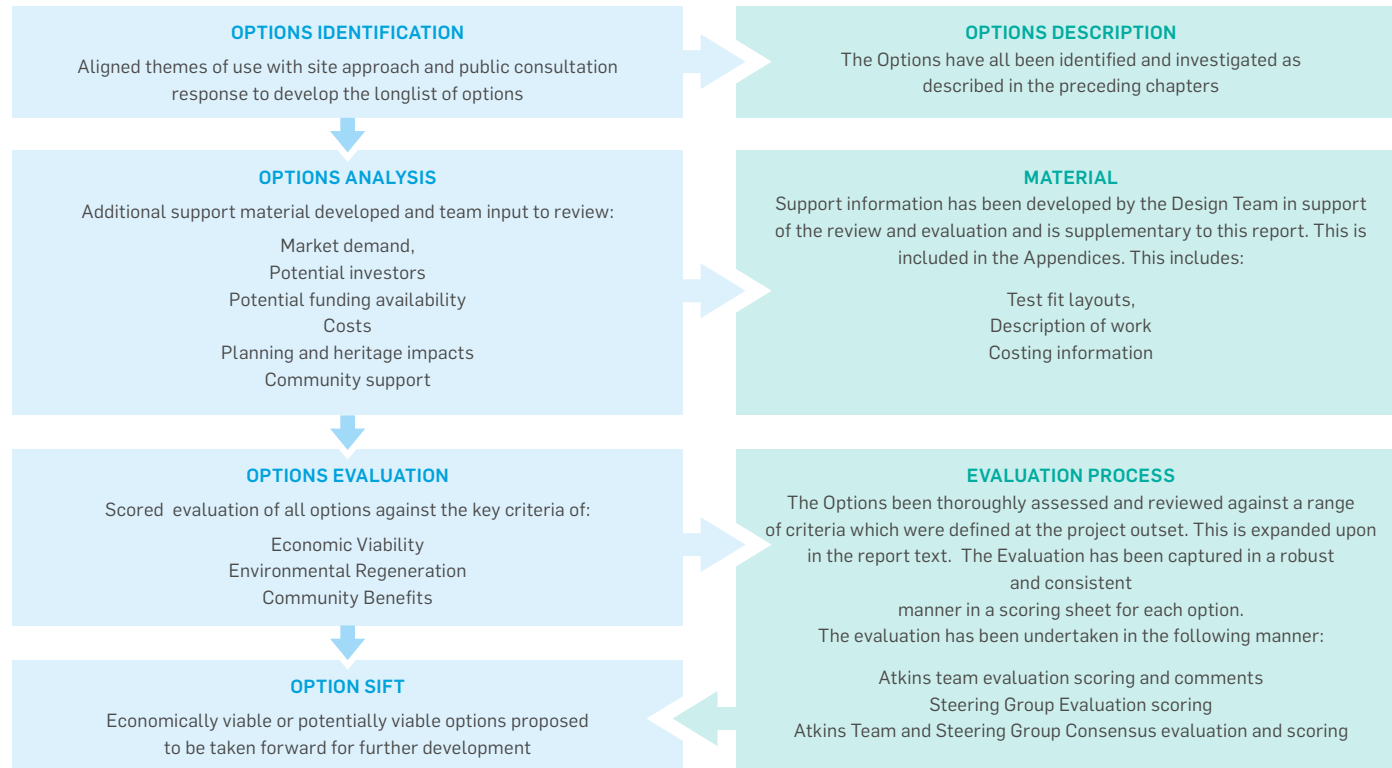
1.0

# OPTIONS SUMMARY



# 1.0 Options Summary

The *Ayr Station Hotel Feasibility Study February 2021* had a remit to identify options for the economically viable future use for the Station Hotel Building. The Feasibility Study process was:



A longlist of 10 Options were identified with input from the Steering Group, Public Consultation and the Project Team. A range of evaluation criteria was identified at the outset of the study and the evaluation was carried out separately by the Project Team and the Steering Group with a final consensus evaluation. The Resulting Scoring identified 3 options at the top of the longlist which were agreed to be taken for further study.

1. Option 8
2. Option 9
3. Option 10
4. Options 6A

The option for full refurbishment had not previously passed the evaluation criteria due to lack of identifiable funding. During the course of this study, the Steering Group requested that this option was included in the evaluation due to an approach from a potential new owner.



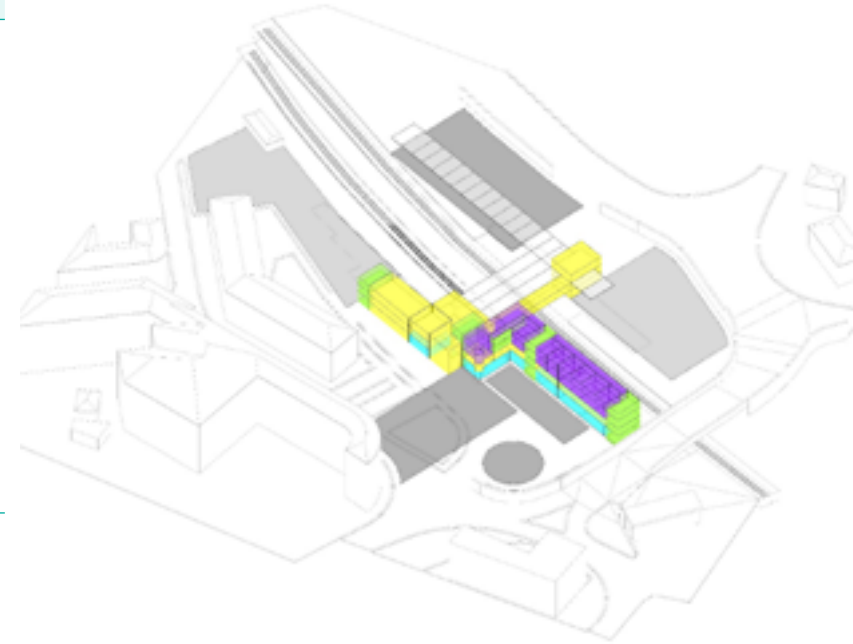
|   | DESCRIPTION  | DEMOLITION  | RETENTION & REFURBISHMENT  | NEW BUILD CONSTRUCTION   | PHASE 1 EVALUATION  | PHASE 1 OVERALL SCORING   |
|---|--|---|--|--|---|---|
| <b>OPTION 8</b>   | <b>New Station Building</b><br>Business Centre + retail in retained South Wing of Station Hotel Building   | Removal of North Wing and ancillary station buildings<br>Removal of Station Canopy                        | Retain and Refurbish South Wing and Clocktower to Business Centre<br>Ground floor retail<br>No change to station entrance on platform 4  | <b>New Station</b><br>Accessible high level route to platforms 3+4   | Station Element potentially viable due to demand and public sector funding<br>Business Centre element requiring public sector and heritage grant funding to fill funding gap  | 63.8%   |
| <b>OPTION 9</b>   | <b>New Station Building</b><br>Community Facility and retail in retained clocktower  | Removal of North wing and ancillary station buildings, Removal of South Wing<br>Removal of Station Canopy | Retention of Clock Tower to community use<br>No change to station entrance on platform 4   | <b>New Station</b><br>Accessible high level route to platforms 3+4   | Station Element potentially viable due to demand and public sector funding<br><br>Community element requiring public sector and heritage grant funding to fill funding gap  | 78.8%   |
| <b>OPTION 10</b>  | <b>New Station Building</b><br>Travel interchange and Public realm   | Removal of all buildings on the site including station canopy and station entrance on Platform 4          | N/A  | <b>New Station</b><br>Accessible high level route to platforms 3+4<br>Public Realm at main entrance, new east entrance | Station Element potentially viable due to demand and public sector funding  | 92.5%   |
| <b>OPTION 6a</b><br><b>Retention Option Proposed by SGG</b> | Student Residential in Station Hotel Building, retail at ground floor<br><br><b>Station</b><br>Stabilisation and fabric repairs to Station Offices and Facilities in North Wing Ground Floor and to station entrance and ticket hall<br><br>Internal fitout/ upgrades excluded from scope<br><br>NR costs excluded from project cost | Detrimental addition to frontage of south wing  | Refurbishment of all Station Hotel Building (stabilisation to areas outwith ownership north wing ground floor and north ancillary buildings)<br><br>Station to be reinstated to previous location with pend access | N/A  | <b>NOT EVALUATED</b><br><br>During the course of this Phase 2 study, a potential buyer came forward with this proposal. It was deemed appropriate to consider this option within this report to ensure as comprehensive a study as possible . | 26.3%<br><br>similar proposal for full refurbishment and use as student residence and hotel |

The identified options 8-10 all reached a threshold of potential viability due to the inclusion of a new station within the development.

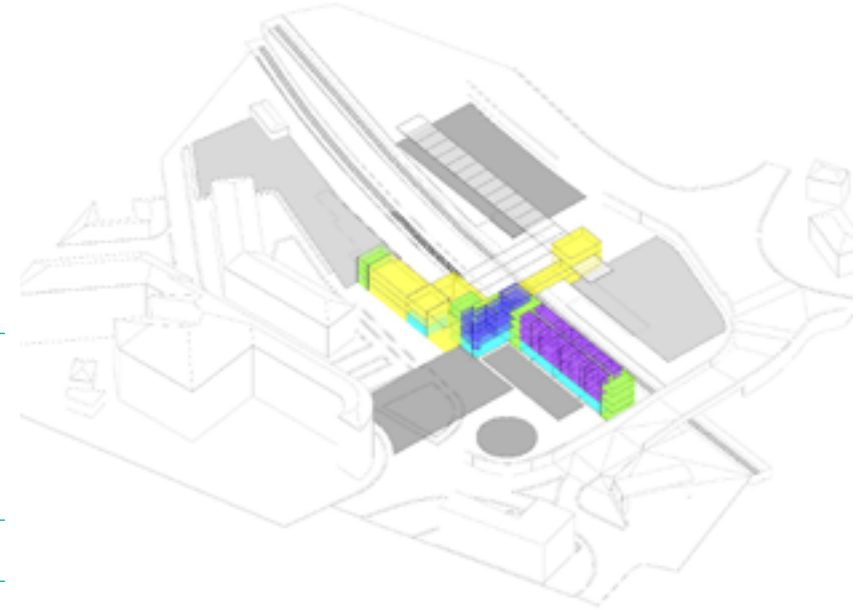




| OPTION 8                         | DETAILS   |                             |
|----------------------------------|---|-----------------------------|
| <b>Business Centre + Station</b> | Flexible short let co-working office space and meeting facilities. Reception + café<br>New station building   |                             |
| <b>DESCRIPTION</b>               | <p><b>North Wing Demolished</b></p> <ul style="list-style-type: none"> <li>» New Build Train Station including ticket hall, toilets, Retail and Network Rail Offices</li> </ul> <p><b>South Wing and Clock Tower</b></p> <ul style="list-style-type: none"> <li>» Refurbishment using existing structure with new internal cores, lifts and stairs.</li> <li>» Single sided, large volume offices, glazed corridor walls to rear circulation. Shared meeting spaces and welfare in clocktower. Could be utilised for community hub use.</li> </ul> <p><b>Ground Floor</b></p> <ul style="list-style-type: none"> <li>» Ground floor of retained building to be retail / commercial units which could also be used for community hub function.</li> </ul> <p><b>New Station</b></p> <ul style="list-style-type: none"> <li>» New Build Train Station including ticket hall, toilets, Retail, Network Rail Offices.</li> <li>» Flexible co-worker offices to let. Space for Community use.</li> <li>» Accessible lift access to all platforms, escalators, upper level concourse and pedestrian bridge upgrade.</li> </ul> <p><b>External</b></p> <ul style="list-style-type: none"> <li>» Public realm to serve station including incorporating taxi, bus drop off, travel hub.</li> </ul> |                             |
| <b>PROS</b>                      | <ul style="list-style-type: none"> <li>» New Station Facility With Dda Compliance</li> <li>» Station Better Connected To Town And Onward Travel</li> <li>» Business Centre Function Complementary To Station And Associated Retail</li> <li>» Business Centre Offers Community Meeting Facility</li> <li>» Retained Historic Building Creates Strong Sense Of Place</li> <li>» Aligns with public consultation desire for improved station and travel</li> </ul>  |                             |
| <b>CONS</b>                      | <ul style="list-style-type: none"> <li>» Retained Building As Business Centre Requires Public Funding Package To Develop</li> <li>» Onerous maintenance burden on landlord/ tenant</li> </ul>   |                             |
| <b>GROSS AREA</b>                | 5082m <sup>2</sup>  |                             |
| <b>NET AREA BUSINESS CENTRE</b>  | 1029m <sup>2</sup>  |                             |
| <b>NET AREA RETAIL UNITS</b>     | 657m <sup>2</sup>   |                             |
| <b>NET AREA NEW STATION</b>      | 1992m <sup>2</sup>  |                             |
| <b>CONSTRUCTION COST</b>         | Lower Range = £38.3m / Upper Range = £45.53m  |                             |
| <b>PROJECT COST</b>              | Lower Range = £14.554m / Upper Range = £17.301m   |                             |
| <b>MAINTENANCE COST</b>          | £14.85m   |                             |
| <b>VALUE ON COMPLETION</b>       | £6.9m South wing only - Station has no relevant commercial value as publicly funded   |                             |
| <b>FUNDING GAP</b>               | POTENTIAL PUBLIC FUNDING FOR STATION ONLY   | STATION ELEMENT VIABLE ONLY |

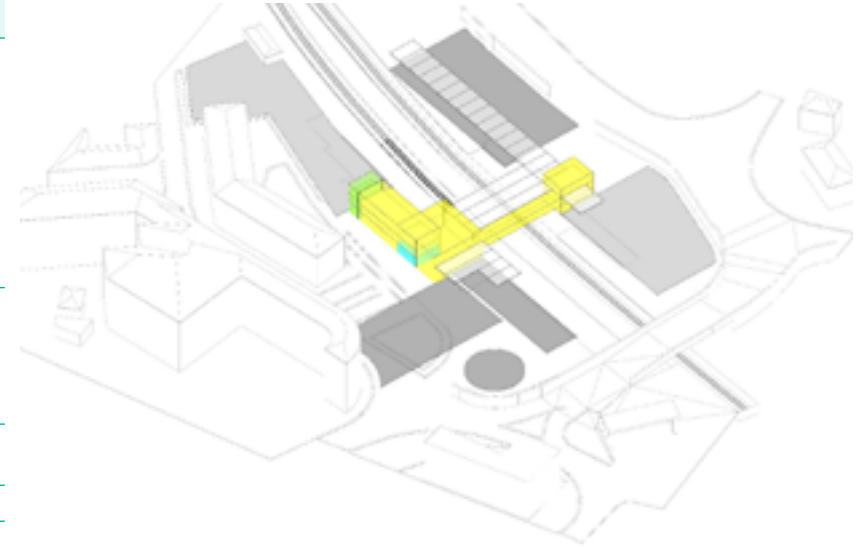


| OPTION 9  | DETAILS   |                          |
|---|---|--------------------------|
| <b>Business Centre + Community Hub +Station</b> | Flexible co-worker offices in business centre , community hub facility<br>New station building with associated Network Rail offices, retail and coffee shops  |                          |
| <b>DESCRIPTION</b>                              | <p><b>Clock Tower</b></p> <ul style="list-style-type: none"> <li>» Refurbished and refitted as large-scale spaces for community hub use</li> </ul> <p><b>North and South Wings Demolished</b></p> <ul style="list-style-type: none"> <li>» New build 4 storey business centre with flexible co-worker space, ground floor reception + retail</li> </ul> <p><b>New Station</b></p> <ul style="list-style-type: none"> <li>» New Build Train Station including ticket hall, toilets, Retail, Network Rail Offices.</li> <li>» Flexible co-worker offices to let. Space for Community use</li> <li>» Accessible lift access to all platforms, escalators, upper level concourse and pedestrian bridge upgrade</li> </ul> <p><b>External</b></p> <ul style="list-style-type: none"> <li>» Public realm to serve station including incorporating taxi, bus drop off, limited office parking</li> </ul> |                          |
| <b>PROS</b>                                     | <ul style="list-style-type: none"> <li>» New Station Facility With Dda Compliance</li> <li>» Station Better Connected To Town And Onward Travel</li> <li>» Business Centre Function Complementary To Station And Associated Retail</li> <li>» Business Centre Offers Community Meeting Facility</li> <li>» Clocktower Retained</li> <li>» Purpose Built Business Centre Set Back From Current Building Line</li> <li>» Aligns with public consultation desire for improved station and travel</li> </ul>  |                          |
| <b>CONS</b>                                     | <ul style="list-style-type: none"> <li>» Majority Of Historic Building Removed</li> <li>» Difficult to integrate historic building into scheme</li> </ul>   |                          |
| <b>GROSS AREA</b>                               | 4869m <sup>2</sup>  |                          |
| <b>NET AREA BUSINESS CENTRE</b>                 | 917m <sup>2</sup>   |                          |
| <b>NET AREA COMMUNITY HUB</b>                   | 477m <sup>2</sup>   |                          |
| <b>NET AREA RETAIL UNITS</b>                    | 660m <sup>2</sup>   |                          |
| <b>NET AREA STATION + NETWORK RAIL OFFICES</b>  | 1428m <sup>2</sup>  |                          |
| <b>CONSTRUCTION COST</b>                        | Lower Range = £39.14m / Upper Range = £47.19m   |                          |
| <b>PROJECT COST</b>                             | Lower Range = £14.873m / Upper Range = £17.932m   |                          |
| <b>MAINTENANCE COST</b>                         | £14.09m   |                          |
| <b>VALUE ON COMPLETION</b>                      | £5m for new business centre block - Station has no relevant commercial value as publicly funded   |                          |
| <b>FUNDING GAP</b>                              | POTENTIAL PUBLIC FUNDING FOR STATION ONLY   | VIABLE SUBJECT TO BUDGET |





| OPTION 10                               | DETAILS  |                         |
|---|--|-------------------------|
| Station                                 | New station building with Accessibility improvements, associated Network Rail and Flexible let offices, retail and coffee shops  |                         |
| DESCRIPTION                             | <p><b>All buildings Demolished</b></p> <p><b>New Station</b></p> <ul style="list-style-type: none"> <li>» New Build Train Station including ticket hall, toilets, Retail, Network Rail Offices.</li> <li>» Flexible co-worker offices to let. Space for Community use</li> <li>» Accessible lift access to all platforms, escalators, upper level concourse and pedestrian bridge upgrade</li> </ul> <p><b>External</b></p> <ul style="list-style-type: none"> <li>» Public realm to serve station including incorporating taxi, bus drop off, travel hub, additional parking</li> </ul> |                         |
| PROS                                    | <ul style="list-style-type: none"> <li>» Fit For Purpose Station Building Including Dda Facilities And Access</li> <li>» Improved Station Connection To Town And Opportunity For Integrated Travel</li> <li>» Placemaking Opportunity Or Potential Development Plot</li> <li>» Maintenance And Disruption Issues Around Adjacent Building Removed</li> <li>» Aligns With Public Consultation Desire For Improved Station And Travel</li> </ul>   |                         |
| CONS                                    | <ul style="list-style-type: none"> <li>» Removal Of Listed Building With Associated Heritage Issues</li> <li>» New Building Will Not Match Scale Of Current Building In Terms Of Providing A 'Gateway' Building</li> </ul>   |                         |
| GROSS AREA                              | 1594m <sup>2</sup>   |                         |
| NET AREA RETAIL UNITS                   | 97m <sup>2</sup>   |                         |
| NET AREA STATION + NETWORK RAIL OFFICES | 1496m <sup>2</sup>   |                         |
| CONSTRUCTION COST                       | Lower Range = £29.36m / Upper Range = £34.36m  |                         |
| PROJECT COST                            | Lower Range = £11.156m / Upper Range = £13.056m  |                         |
| MAINTENANCE COST                        | £12.01m  |                         |
| VALUE ON COMPLETION                     | No relevant commercial value as publicly funded  |                         |
| FUNDING GAP                             | POTENTIAL PUBLIC FUNDING FOR STATION   | VIALE SUBJECT TO BUDGET |





2.0

# CONFIRMATION OF SCOPE

## 2.0 Confirmation of Scope

The scope of this study was originally defined at the outset of the Feasibility Study.

### Project Remit extract

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

The Feasibility Study was completed after input from the Strategic Governance Group in February 2021. The scope of this phase of the study is to further develop the 4 identified options as follows:

- » Develop brief
- » Develop spatial designs
- » Prepare Material sufficient for costings
- » Outline Programme for delivery of proposals
- » Review of statutory approvals

### Station Options: Briefing Process

Engagement with Network rail and ScotRail to develop a high level understanding of components and areas for station function serving the existing capacity.

Station option briefing to be developed with input from Network Rail and ScotRail to establish a high level agreement of basic spatial requirements.

High level requirements proposed for Student Residential development within the confines of the Station Hotel boundary of ownership.

### OPTION 6a : Heritage Option – Student Residential

At the end of the Feasibility Study a potential new owner presented their interest and the SGG instructed the team to develop the option at this stage alongside the 3 proposed options for review.

This Option is for a refurbishment scheme of the existing building for use as Student Residences.

We do not have any access or briefing from the potential new owner and have therefore developed a brief for this option on the basis of the Atkins national experience within the Student Residence market and in conjunction with the other key constraints of ownership, heritage, cost and deliverability.

### Assumptions and Limits of Study

As per the preceding Feasibility Study (referred to as Phase 1), the proposals are all based on desk top site information and one non intrusive site inspection. This is due in large part to covid restrictions as well as the H+S constraints around the DBN. Surveys will be required asap in order to test any of these proposals in terms of the physical geometry of the site, the station hotel building, the utilities, site services, levels and other relevant site information. A list of proposed surveys and suggested alignment with programme is noted in 10.0 Next Steps.



## The Site

This is the site as defined for Option 6a

The Station Hotel site is as per the plan below excluding the ground floor of the north wing.



## Constraints

### Station Access

The station entrance is through the pend and this entry will be retained.

### Adjacent Ownership

Access to the north wing of the building is under Network Rail ownership and through access to the car park and depot is to be maintained at all times, potentially constraining external access to the façade and roof of the building on the west façade.

- KEY
- Station Hotel Car Parking
  - Network Rail
  - Station hotel at upper levels

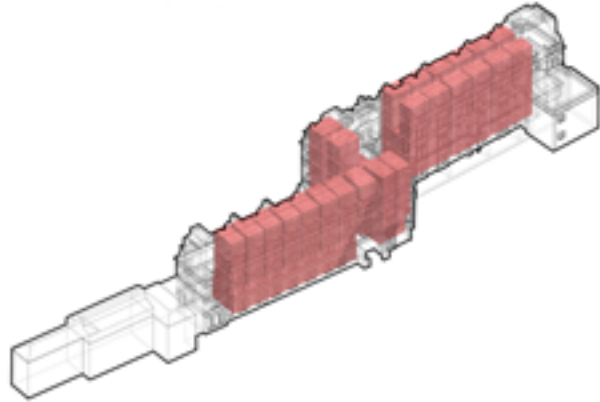
### Proximity of Station Structures

The Station Hotel Building sits directly on the platform and the glazed station canopy and glazed ticket hall all abuts the rear elevation of the building. This will constrain access and require specialist platforms at upper levels with associated crash decks.

### Adjacency to Electrified Rail Line

This is a considerable constraint on access to the rear elevation and roof for construction, maintenance and surveys in terms of time and H+S compliance with rail operations. The productive work time will be limited by Rail operation hours (01.00 – 05.00) and the requirement for set up to be on a nightly basis followed by full clear at end of working period.

## Option 6a



### Developing the Brief

As this is primarily a Heritage option it follows that the approach to the conversion is to retain as much of the existing structure and fabric as possible. This is therefore a relatively straightforward conversion within the constraints of the existing building areas and volumes.

The existing structure has loadbearing walls which generally align with the previous room layout for the hotel and the associated windows. There is no benefit to be gained in the floor layout by amending the structure, as the window locations are the main constraint with the internal layout.

The popular model for student residential development is generally groupings of 6 no. en-suite bedrooms with shared communal kitchen and lounge, all accessed by a single entry door. This basic geometry is not fully feasible within the spatial and structural constraints of the existing building.

### The Brief Requirements for OPTION 6a Conversion of Station Hotel Building to Student Residences are:

- » No external alteration
- » Retain internal lines of structure
- » Stabilisation of Full structure and proportion of costings assigned as per proportion of ownership, including full reinstatement of roof, windows, stone repairs etc all in line with heritage requirements of B Listed building
- » Minimal internal alteration, confined to installation of building services, escape stairs, lifts, sprinklers and plant and other compliance requirements
- » Retention and reinstatement of large public rooms to new use as communal welfare space
- » Student Residential Units – studio model. Self contained studio units with en-suite and kitchens. Maximise number of units on upper floors and attic level. Area for each unit may vary and will be turnout area as dictated by the current building layout. Min 20m<sup>2</sup>
- » Ground floor entrance and reception

- » Ancillary support spaces – plant, cleaner, stores etc
- » Active Ground floor for complementary retail / leisure use such as coffee shop, retail, bar or gym
- » Creation of public realm setting to frontage with spill out of active ground floor uses. Minimal associated parking to frontage
- » Sustainable Building Services strategy

### Exclusions

- » Reinstatement of Ticket Hall and associated station interior
- » The Rail operator offices (ground floor north wing) to have essential stabilisation repairs and services reinstatement only and costs excluded from Option costs but advised to Network Rail
- » Associated station buildings and canopy under separate ownership
- » Lift access and provision of accessible accommodation and welfare facilities



## The Site

The site for the options 8-10 including a new station is extended to include the site as defined by the Network Rail ownership.



## Constraints

### Proximity of station Structures

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The Station Hotel Building sits directly on the platform and the glazed station canopy and glazed ticket hall all abuts the rear elevation of the building. This will constrain access and require specialist platforms at upper levels where the south wing is to be retained and refurbished.

### Adjacency to Electrified Rail Line

---

This is a considerable constraint on access to the rear elevation and roof for construction, maintenance and surveys in terms of time and H+S compliance with rail operations. The productive work time will be limited by Rail operation hours) 05.00 – 1.00) and the requirement for set up to be on a nightly basis followed by full clear at end of working period.

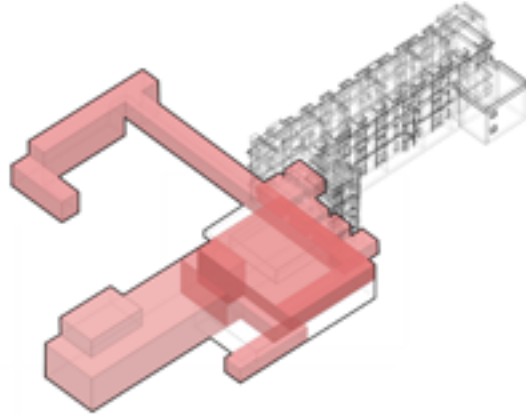
### Operational Continuity

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All proposals must allow for operational continuity to rail services, station use and depot access.



## Option 8a



### Developing the Brief

The option as defined within the Feasibility Report included for the retention of the south wing as being of an optimal size for a co worker Business Centre. This is a compatible function within the station environs as there is no residential aspect, the proximity to transport suits the 'drop in' nature of the office space and the space can also work as a community hub enhancing the social value. The ground floor is to be activated with an opening up to retail, community or similar function, inhabiting the public realm area to the front.

The area where the north wing is removed would allow for the reconstruction of a fit for purpose rail station which resolves the large number of issues around the general poor provision across a range of function and physical aspects. The key briefing requirements are around accessibility, amenity, quality of space and interaction with the wider urban setting.

### The Brief Requirements for OPTION 8a Conversion of Station Hotel Building South Wing to Business Centre and construction of New Rail Station are:

#### Business Centre

- » Demolition of north wing, ancillary buildings and canopy
- » Retain south wing and clocktower, retain east platform booking hall if feasible
- » Full stabilisation and repair to external fabric
- » Remove internal structure and replace with supporting structure to increase internal flexibility
- » New building services, escape stairs, lifts, sprinklers and plant and other compliance requirements
- » Retention and reinstatement of large public rooms to new use as communal welfare space
- » Ground floor entrance and reception
- » Ancillary support spaces – plant, cleaner, stores etc

- » Active Ground floor for complementary retail / leisure use such as coffee shop, retail, and spillover station functions
- » Creation of public realm setting to frontage with spill out of active ground floor uses. Minimal associated parking to frontage
- » Sustainable Building Services strategy

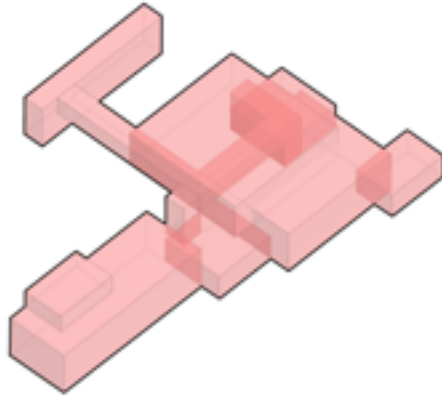
#### New Station

- » New station with associated concourse, ticket booking, station accommodation, public facilities, retail and entrance canopy
- » Lift and escalator access either side to new bridge connecting all platforms
- » Facilities on platform 4
- » Rail operator offices
- » Active travel hub

#### Public Realm

- » Public realm setting to frontage with space for taxis and drop off
- » Improved separation of pedestrians and vehicles

## Option 9a



### Developing the Brief

The option as defined within the Feasibility Report included for the retention of the clocktower with the remainder of the Station Hotel Building removed. The clocktower was to be community use and a new station would also include a business centre as mitigation for removal of the listed building. In developing the brief and spatial test fit of crucial station functions it was realised that the following 2 constraints led to a revised option 9 brief:

The clock tower location is a constraint to adequate circulation at the ends of Platform 1+2 and leads to a less than optimal layout for a new station if retained.

The development of the clocktower would require 2 escape stairs within a relatively small footprint, making the floor area effectively unusable.

The incorporation of a business centre within the station was resisted by Network Rail and ScotRail as incompatible with the station funding and function. In taking these issues into account, the retention of the clocktower is not feasible and the option has been developed as a new station with some ground floor community provision.

### The Brief Requirements for OPTION 9a construction of New Rail Station are:

#### Demolitions

- » Demolition of Station Hotel Building and glazed canopy
- » East Platform Booking Hall
- » Conversion of former booking hall into platform 3+4 passenger facilities

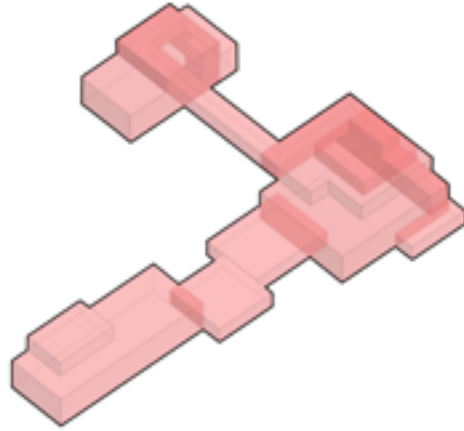
#### New Station

- » New station with associated concourse, ticket booking, station accommodation, public facilities, retail and entrance canopy
- » Lift and escalator access either side to new bridge connecting all platforms
- » Facilities on platform 4
- » Rail operator offices
- » Active travel hub

#### Public Realm

- » Public realm setting to full site and frontage with space for taxis and drop off
- » Improved separation of pedestrians and vehicles
- » Potential plot for future business centre

## Option 10a



### Developing the Brief

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The option as defined within the Feasibility Report included for potential business centre within the new station. This function is not shown in this proposal to simplify the cost plan, however the rail operator offices have been designed to allow an additional floor to be added which would provide 500m<sup>2</sup> of co-worker space separately funded.

### The Brief Requirements for OPTION 10 Construction of New Rail Station and Travel Interchange are:

---

#### Demolitions

- » Demolition of Station Hotel Building, station ancillary buildings and glazed canopy

#### New Station

- » New station with associated concourse, ticket booking, station accommodation, public facilities, retail and entrance canopy
- » Lift and escalator access either side to new bridge connecting all platforms
- » Facilities on platform 4
- » Rail operator offices
- » Active travel hub

#### Travel Interchange

- » Bus station, stands and station entry at west car park
- » Large scale cycle parking within station building
- » Taxi stand and drop off at station frontage

#### Public Realm

- » Public realm setting to full site and frontage with space for taxis and drop off
- » Improved separation of pedestrians and vehicles
- » Re organisation of traffic flow across full site including staff and public parking



## New Rail Station

### Limits and opportunities identified in Feasibility Study

This table identifies the key constraints around the effective and optimal operation of the train station. (This excludes the dangerous building aspect).

The opportunity is the potential response to overcome the constraints within the brief of each of the options.

The option delivery is a comparative rating of each of the options' ability to overcome the constraint and optimise the station performance.

|   | CONSTRAINTS ON CURRENT STATION OPERATIONS   | OPPORTUNITIES  | OPTION DELIVERY |        |        |      |
|---|---|--|-----------------|--------|--------|------|
|   |   |  | 6A              | 8      | 9      | 10   |
| 1 | No space for connected onward travel with sustainable travel, taxis and buses due to limited space at station. Creates poor arrival experience  | Integrated onward travel by designing space for cycles, taxis, travel hub, bus drop off and improved focus on pedestrian experience by separation of pedestrians and vehicles  | Red             | Red    | Yellow | Teal |
| 2 | Very limited space for access and egress for large scale pedestrian movements associated with events  | Integrated public realm for arrival and queuing space as well as public realm<br>Separation of pedestrians and vehicles  | Red             | Yellow | Teal   | Teal |
| 3 | Setting has poor visual connection to arrival and onward travel arising from partially concealed station entrance within the ground floor of the hotel building<br><br>Station entrance does not align with pedestrian travel points being concealed from wider view behind adjacent care home. | Re Align entrance and exit points to onward travel to Town Centre. Public realm setting with strongly defined station entrance<br><br>Active and welcoming ground floor of retained and/or new station building to create activity and populate space in front of the building | Red             | Yellow | Teal   | Teal |
| 4 | No station frontage. Poorly signposted station entrance within pend of larger north wing of building  | Clearly signposted and defined entrance to station by relocation of entrance as well as improved definition in new building design   | Red             | Yellow | Teal   | Teal |
| 5 | Movement constraints within station around platform 1+ 2 due to proximity of ticket hall and existing station hotel building  | Removal of the clocktower element of existing building allows adequate space at platform 1+2 ends to accommodate passenger flows   | Red             | Yellow | Teal   | Teal |
| 6 | Ad hoc station facilities for public and staff which are no longer fit for purpose and not suitable for accessibility   | Fit for purpose public facilities which meet Accessibility and PRM-TSI (Persons with Reduced Mobility – Technical Specification for Interoperability) requirements   | Red             | Teal   | Teal   | Teal |
| 7 | No accessible access within the station to platforms 3+ 4 due to low height of station canopy   | Lift access to all platforms to meet PRM-NTSN requirements   | Red             | Teal   | Teal   | Teal |
| 8 | No welfare facilities for travellers  | Introduction of associated retail and food and beverage would improve the travel experience considerably   | Red             | Teal   | Teal   | Teal |



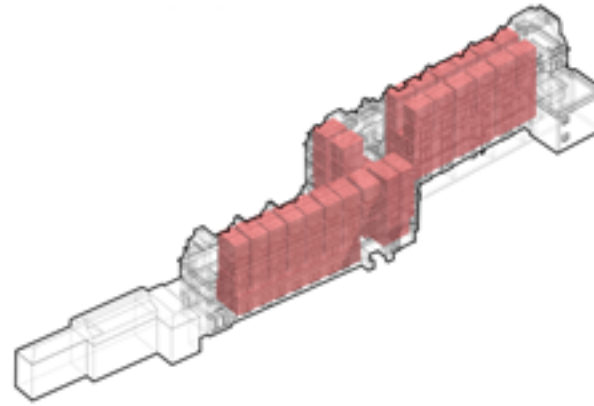
3.0

# OPTION DEVELOPMENT

### 3.0 Option Development

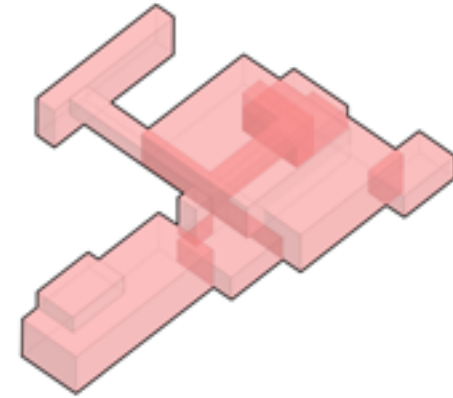
This chapter considers a spectrum of 4 potential alternative outcomes for Ayr Station and the former Station Hotel building in more detail. The individual options have been developed to clarify what is spatially possible within the 'as found' buildings and site from both a conservation and demolition perspective.

Options are explored for full and partial refurbishment alongside full and partial demolition in order to create a framework for future discussion.



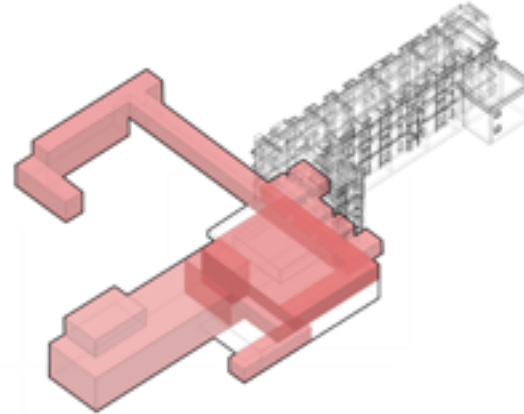
**Option 6a**

Refurbished Student Residences



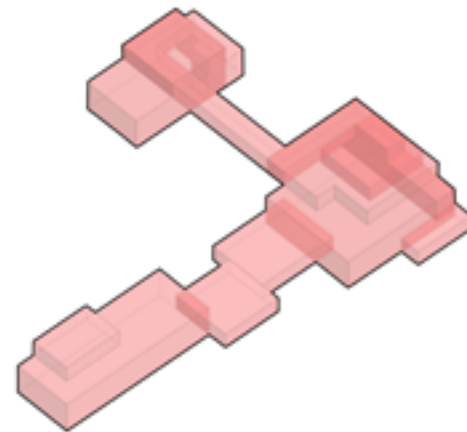
**Option 9a**

New Rail Station



**Option 8a**

Refurbished Business Centre + New Rail Station



**Option 10a**

New Travel Interchange



## Macro Opportunities

Ayr Station and the former Hotel buildings are located on the Ayrshire Coast line which effectively separates the original settlement and commercial centre of Ayr from modern day residential and education campus developments. The station environment is therefore able to bridge both contexts and support a gateway space between old and new Ayr, allowing a single starting point for multiple modes of travel to Ayr's wider interests such as Ayr Beach, Craigie Campus at University of West of Scotland, Ayr Racecourse and Ayr Academy.

The Station environment also has the potential to serve as a Southern Gateway to a series of interconnected, definable public spaces leading from a southern town entrance to Loudon hall and riverside crossings in the north of the old town.

The station environment is also set in the context of the emerging possibilities created by the demolition of Burns House on Burns Statue Square. The combined scale of these sites is significant in relation to Ayr High Street and has the potential to transform a Town scaled entrance that delivers credible strategies for managing car and bus transport, active travel opportunities and a greatly expanded station option set within high quality urban space.

A Southern gateway is also enhanced by the effective confluence of major rail and road networks which have the potential to be better aligned to deliver a more coordinated approach to public and private transport.

In summary, the macro location of the 'Southern Gateway', its confluence of major road and rail infrastructure and the spatial opportunities of Burns Statue Square and Burns house have the capacity to transform the entrance to Ayr and are where the majority of the strategic opportunities lie.

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## 3.2 Micro issues

Proposals which are limited to the current station environment and are intended to work within the site perimeter will need to overcome a range of complex problems which have developed around the station site and hotel buildings over time.

Presently the site is overrun by vehicles with no clear pedestrian public space available. This creates issues in relation to both quality, accessibility, and safety. Bus traffic is pulled through the full site with both entrances marked by large scale ad-hoc parking.

Virtually no pedestrian space exists between Smith street, Kyle Court and the station edges. This creates an aggressive, hostile environment on foot and diminishes the experience of travel to and from Ayr.

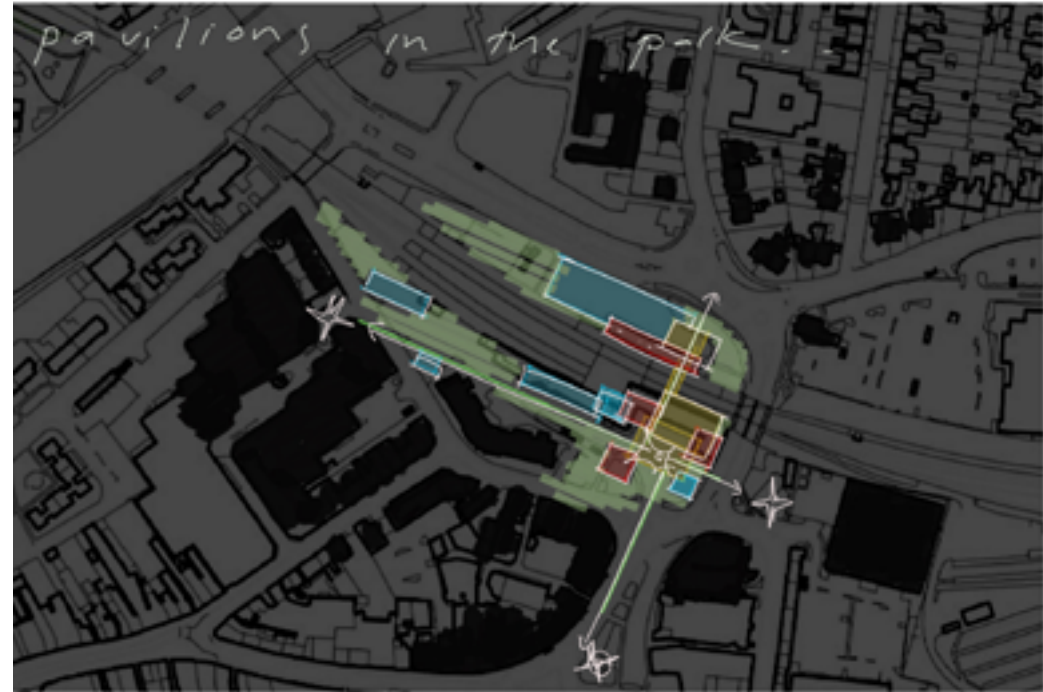
Bus, taxi and car routes are each undefined, intertwined and permitted to use the full width of the site. This compromises and diminishes pedestrian entrances to both the site and the station buildings and creates a chaotic hinterland between the rail environment and Ayr's public realm

The Stations facilities and spatial arrangement are largely constrained by the Station Hotel's form and location which results in entrances being difficult to navigate and station concourses in ultra close proximity to platform edges.

The edges of the station site remain largely disconnected from the wider Ayr context and present as significant barriers to pedestrian access. Multiple connection opportunities exist but are largely ignored or intended to favour vehicles. The eastern side of the station environment (Station road) is disconnected from the main station's centre of gravity through the absence of connecting passageways and lift access.

The options presented in the following sections explore the resolution of these key constraints within both conservation and demolition contexts.

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### 3.3 General Concepts

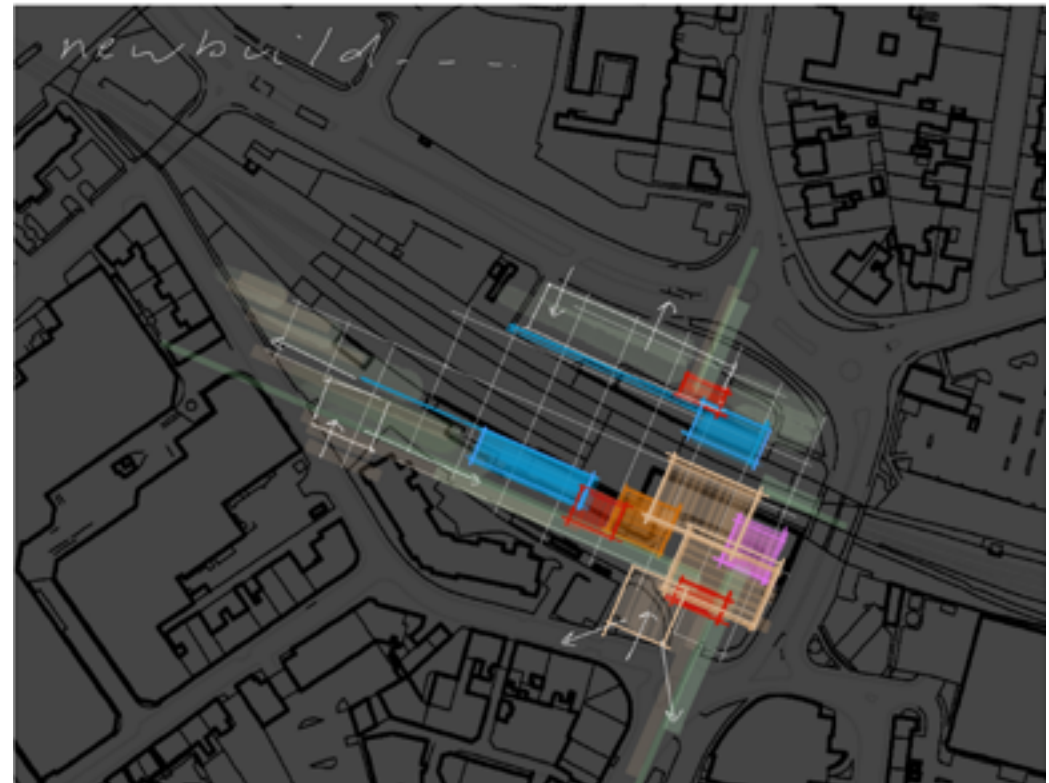
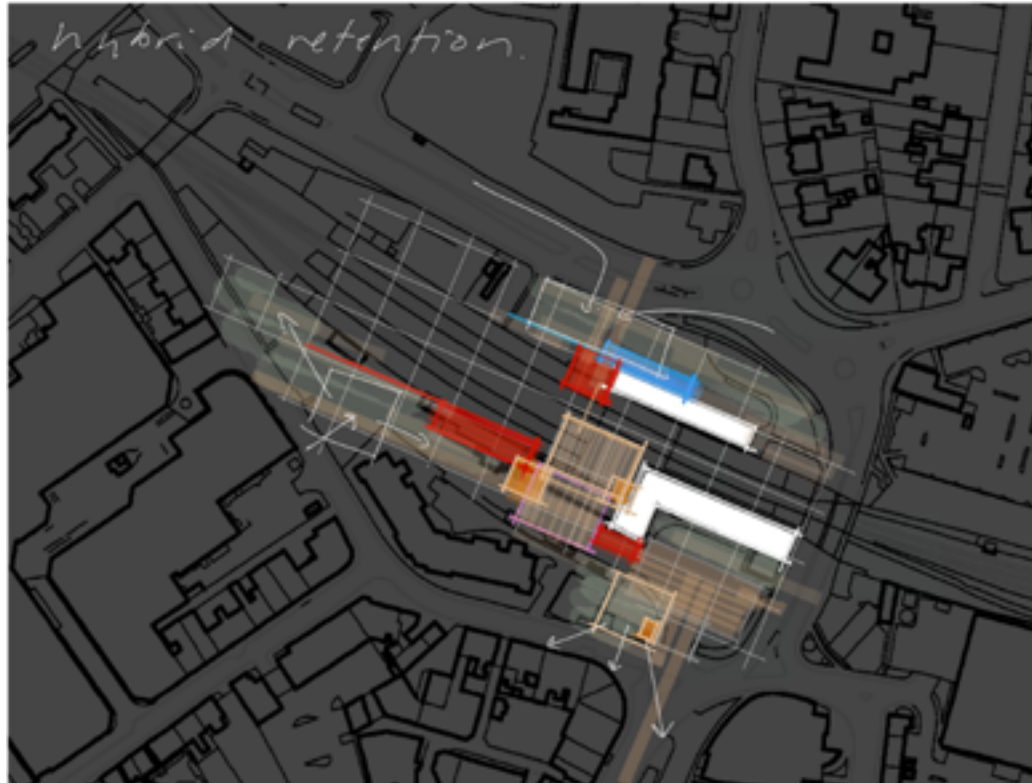
Option 6A is limited to the refurbishment of the Station Hotel building, ultimately avoiding any significant newbuild or public realm intervention upon the wider site. The remaining three options explore both the opportunities and constraints of the station site.

Each newbuild option (options 8a, 9a and 10a) is presented as a series of functional pavilions set within a pedestrianised landscaped urban park adjacent to the rail line. This overarching premise links the development of each newbuild option in an attempt to make a station and public urban environment far improved upon the current low quality environment found today while permitting fluid, intuitive pedestrian connections between Ayr's public space and the rail environment.

Other modes of travel are clearly zoned and separated in the pursuit of a pedestrian focussed, multi modal, mixed use transport environment. Additional design themes explored within the option development can be described as:

- » Station entrances & discovery are given greater clarity and significance through the iteration of each design option. Opportunities to better align with public entrance and infrastructure at sites edges increase as options for demolition of the former hotel building are explored
- » Public squares and shared surface approaches to varying transport modes are explored through each option
- » Arrival & departure by various transport modes is explored in different ways within each option as the former hotel building is incrementally removed from the site
- » Mixed use elements are incorporated within each option to provide a broader range of activity and animation to a significant urban site

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### 3.4 Four Potential Outcomes

The range of options can be described as:

#### Developed Option 6A

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- » Full retention of the Station Hotel Building with conversion to Student Residential & other uses
- » No change to station operations or station buildings

#### Developed Option 8A

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- » Demolition of former Station Hotel Building North wing Block & associated buildings
- » Formation of newbuild Station concourse, staff & passenger facilities
- » Step free access to all platforms within former North wing footprint

#### Developed Option 9A

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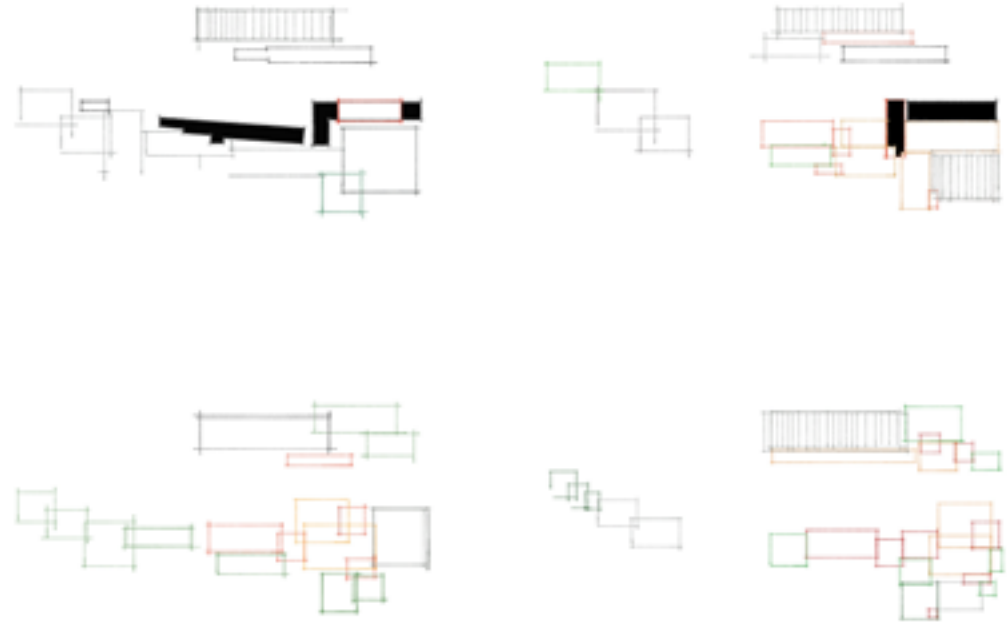
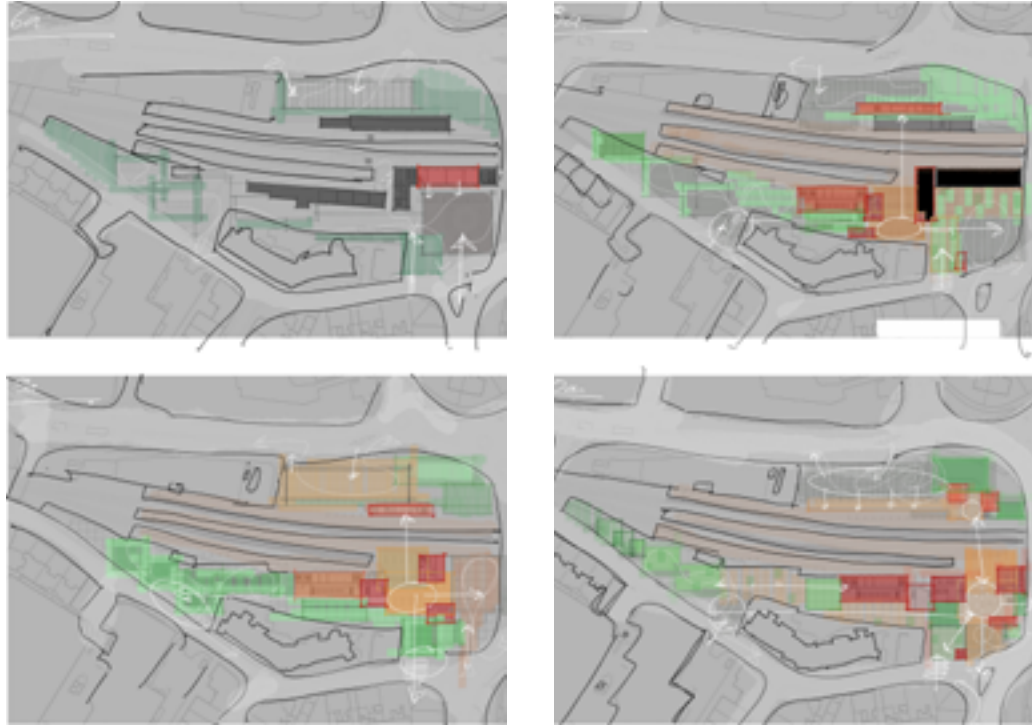
- » Full Demolition of the Station Hotel Building & associated buildings
- » Formation of expanded newbuild Station concourse, staff & passenger facilities
- » Step free access to all platforms within newly cleared site

#### Developed Option 10A

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- » Full Demolition of the Station Hotel Building & associated buildings
- » Formation of expanded newbuild Station concourse, staff & passenger facilities
- » Formation of newbuild bus Interchange infrastructure off Station Road on site of former car park
- » Step free access to all platforms within newly cleared train & bus sites

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### 3.5 Developed Option 6A

#### Design narrative

Developed Option 6A explores the full retention and refurbishment of the former Station Hotel Building. Ground floor levels within the South block are developed to create alternative use spaces which could ultimately take the form of community, retail or workspace. Tower elements at street level are used to provide a range of station facilities including public waiting rooms and staff welfare spaces. Rail Operator workspace is retained within the North wing footprint.

Former Ball rooms and dining spaces within the South wing first floor areas are developed as student social, dining and study spaces with the remaining floor plate accommodating student study bedrooms in a manner similar to the original hotel.

Second and Third floors are occupied solely by student study bedrooms.

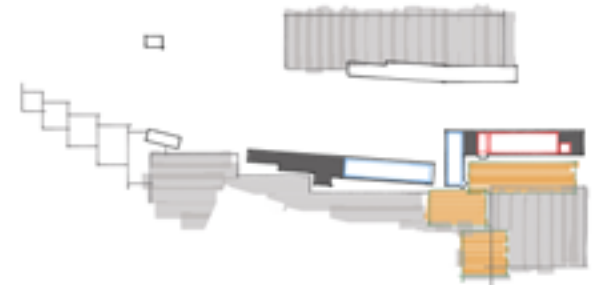
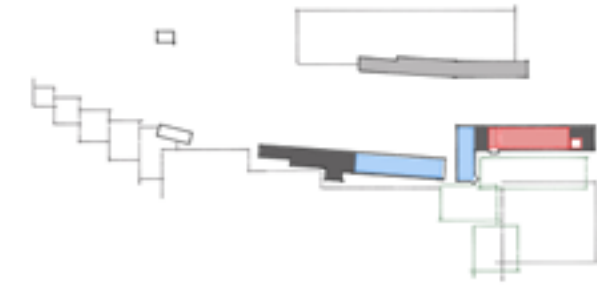
Additional cores are added at the extremes of both North and South wing based on early discussions with South Ayrshire Council Building Control.

#### Positive Developments

- » Reanimated Station Hotel
- » Potential to improve approach to Station entrance

#### Continuing Challenges

- » Relationship between historic building & Rail Environment unchanged
- » Student Residential use proximity to platforms
- » Student use in relation to Rail environment generally
- » Site wide environment still hostile to pedestrians without further intervention
- » Current Station provision & quality unchanged
- » Eastern side of the station site unchanged





## Functional diagrams

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The full refurbishment and conversion scheme can be seen as a suite of zoning diagrams highlighting the extent of each component within the historic facade.

### [1] Alternative Use Space

Located at ground level within the South wing, publicly accessible space is important to animate a new streetscape and provide life and activity throughout the day. These spaces could ultimately serve a range of uses from retail, community to workspace.

### [2] Rail Operator Workspace & station facilities

Administrative, staff welfare and ticketing functions are retained within the ground floor of the North wing. Opportunities have been taken to provide expanded passenger facilities at street level within the tower block.

### [3] Large format student social spaces

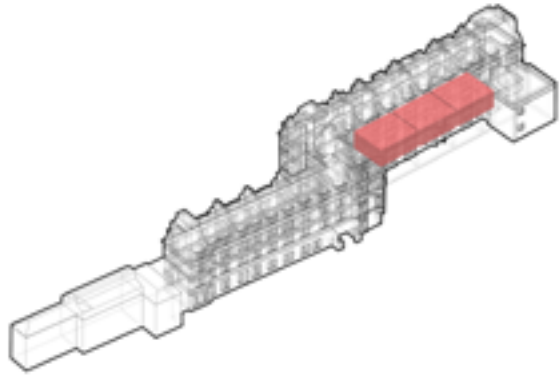
Former Ballrooms, dining spaces and lounges within the South wing at first floor level are developed as student social spaces.

### [4] Student study bedroom space

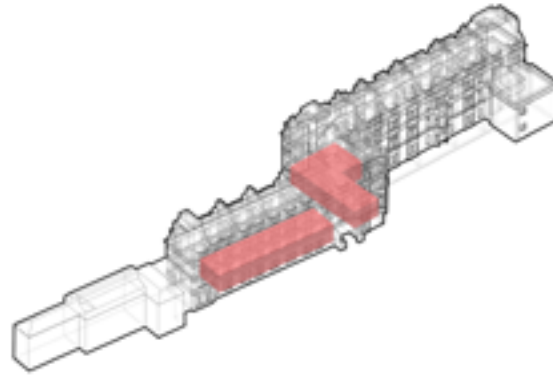
Small format study spaces, with kitchenette and ensembles are developed throughout the upper levels largely respecting the presence of the structural cross walls.

### [5] Option 6A in the round

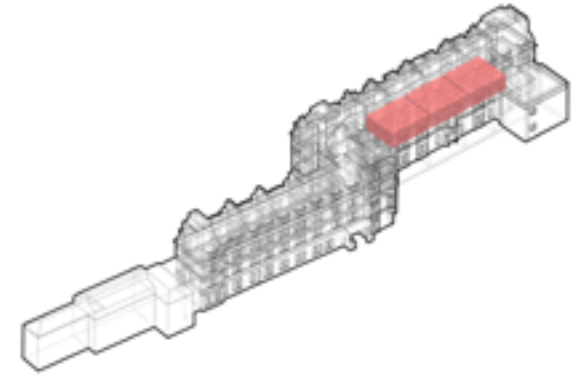




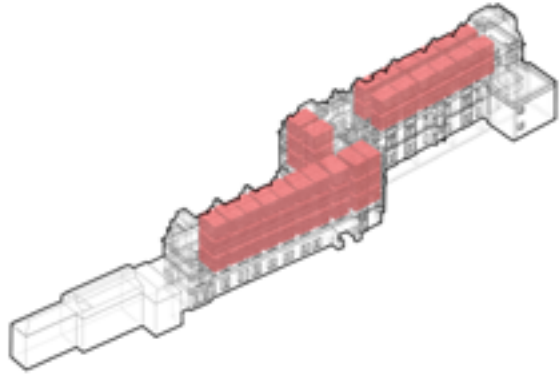
1. Alternative use space



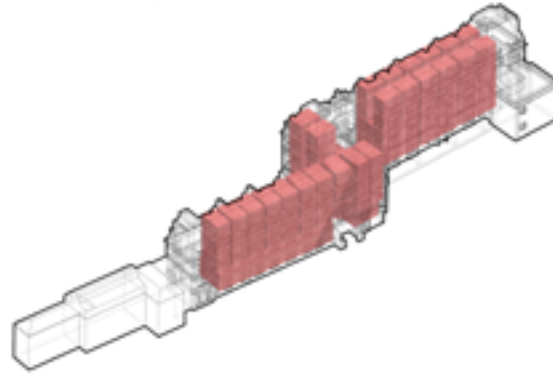
2. Rail operations



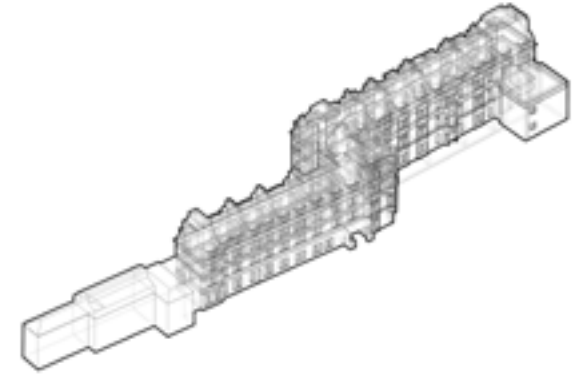
3. Student social spaces



4. Student study bedrooms



5. Option 6A new volumes



6. Original hotel volume



### 3.6 Developed Option 8A

#### Design narrative

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Option 8A takes the significant step of removing the Station Hotel Building North wing in order to better accommodate a higher quality of station provision.

Key physical dimensional constraints between the retained clock tower, Care Home boundary and station operations remain challenging and are unlikely to be overcome at this level of intervention upon the former hotel.

Alternative public uses are intended to inhabit the Station Hotel building at street level with upper levels converted to Business Centre or workspace use.

The Station layout is formed on the basis of independent functional pavilions hosting station staff, ticketing, public welfare and administration facilities. Gateways are formed between pavilions and are designed to align with major site entrances and pedestrian movement routes.

Parking, taxi drop off and bus services are all clearly separated and articulated in independent site zones within an overarching shared surface design intended to prioritise pedestrian and cycle movement.

Opportunities are also explored to retain the original single storey station buildings on the eastern side of the site off Station road as public waiting rooms and service spaces.

#### Positive Developments

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- » South wing and Clocktower reanimated
- » Active Street level to South wing
- » Station facilities moderately expanded within the retained tower
- » Site wide pedestrian environment improved
- » Separation of travel modes
- » Retention of original eastern platform single storey buildings
- » Bus traffic removed from Smith Street

#### Continuing Challenges

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- » Station concourse unable to expand beyond existing Clocktower
- » Station entrance approach remains challenging
- » Compromised approach from north (Ayr Central) at compressed Kyle court width
- » Close relationship between Rail Operator workspace and Care Home upper levels
- » Close relationship generally with Care Home boundary



## Functional diagrams

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The architecture of option 8A is derived from the expression of its major constituent components; a set of clearly defined functional elements:

### [1] Pavilions

Each pavilion contains a dedicated function and provides active purpose and clarity to the station concourse.

Public waiting & facilities pavilion is located to serve the paid concourse housed within the Tower element of the former hotel building.

Staff welfare & facilities pavilion is also located within the Tower element of the former hotel.

Public ticketing, service and administration pavilion is designed to serve unpaid concourse and the stations external entrance environments.

Alternative, retail or community use pavilion is designed to provide an active street level presence animating the approach to the station.

### [2] Concourse

Concourse is expressed as 2 overlapping volumes surrounding the automatic gate lines which span between 2 functional pavilions. The Paid concourse volume increases in height to assist the spatial description of the pedestrian route through the station. The act of passing into the rail environment is celebrated through the daylight provided from the roof mounted clerestory lantern.

### [3] Bridge lifts and stairs

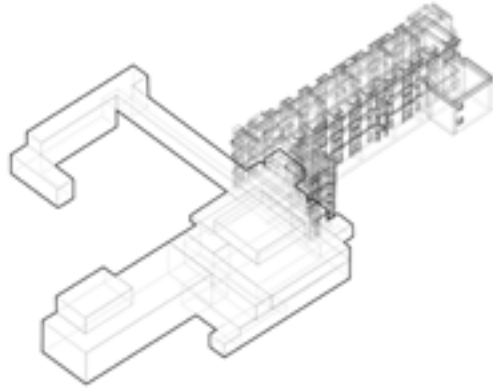
Both stairs and vertical travel are located in the paid concourse. Bridge structures are designed as animated objects within the concourse volumes and promote views, orientation, and wayfinding.

### [4] Rail operator workspace & cycle hub

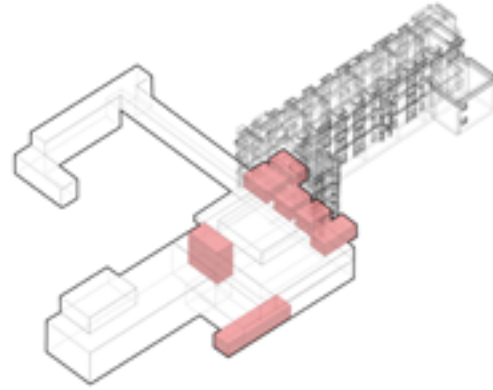
Ground and mezzanine levels are provided with large scale cycle hub provision capable of storing up to 160 cycles with lockers and administration facilities. First floor (above mezzanine level) accommodates Rail Operator workspace within a flexible modern environment overlooking the station platforms.

### [5] Option 8A in the round

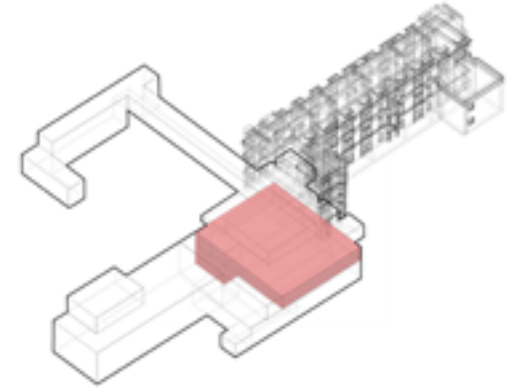
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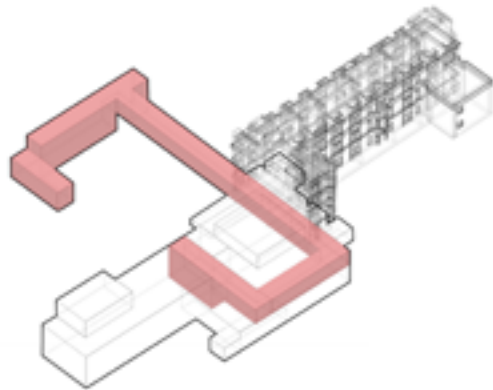
0. Option 8A volume



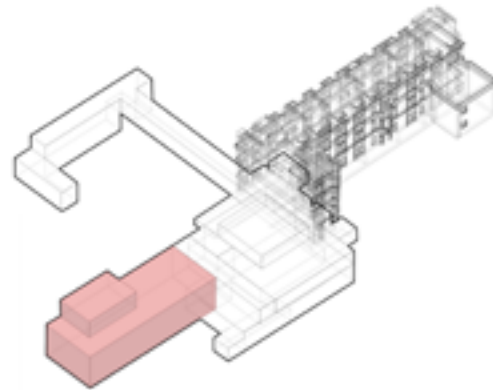
1. Service pavilions



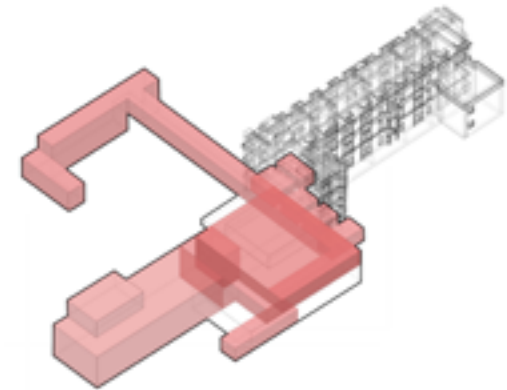
2. Concourse volumes



3. Bridge and vertical travel



4. Cycle hub and rail workspace



5. Complete option 8A



### 3.7 Developed Option 9A

#### Design narrative

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Developed Option 9A explores a fully cleared site with the former Station Hotel completely removed while limiting significant expansion to the west (station) side only.

Station layout continues to be formed on the basis of independent functional pavilions hosting station staff, ticketing, public welfare and administration facilities. Gateways are formed between pavilions and are designed to align with major site entrances and pedestrian movement routes.

Parking, taxi drop off and bus services are all clearly separated and articulated in independent site zones within an overarching shared surface design intended to prioritise pedestrian and cycle movement.

Opportunities are explored in relation to connecting relocated station entrances with new public landscaped squares, covered entrance loggias and external waiting areas.

#### Positive Developments

---

- » Station entrances greatly improved and aligned with existing approaches
- » Station environment enhanced and expanded
- » Multiple modes of travel incorporated with dedicated entrances and departures
- » Active travel hub incorporated for up to 160 cycles with locker provision
- » Animated street level approach from North (Ayr central)
- » Public arrival and events square at entrance from Smith Street
- » Expanded station concourse with improved access to platform environments

#### Continuing Challenges

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- » Bus traffic remains within Smith Street environment
- » Bus station element constrained within site geometry



## Functional diagrams

---

The work of option 9A is derived from the expression of its major constituent components; a set of clearly defined functional elements:

### [1] Pavilions

Each pavilion contains a dedicated function and provides active purpose and clarity to the station concourse.

Public waiting & facilities pavilion is located to serve the paid concourse.

Staff welfare & facilities pavilion is located to promote access to the station environment.

Public ticketing, service and administration pavilion is designed to serve unpaid concourse and the stations external entrance environments

Alternative, retail or community use pavilion is designed to provide an active street level presence animating the approach to the station.

### [2] Concourse

Concourse is expressed as 2 overlapping volumes surrounding the automatic gate lines which span between 2 functional pavilions. The Paid concourse volume increases in height to assist the spatial description of the pedestrian route through the station. The act of passing into the rail environment is celebrated through the daylight provided from the roof mounted clerestory lantern.

### [3] Bridge lifts and stairs

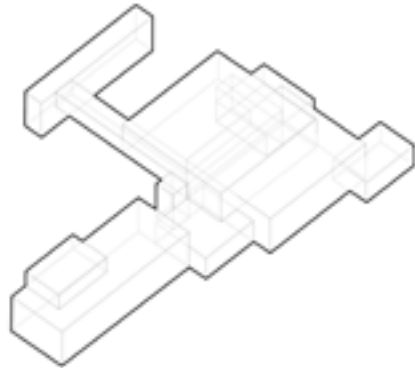
Both stairs and vertical travel are located in the paid concourse.

Bridge structures are designed as animated objects within the concourse volumes and promote views, orientation, and wayfinding.

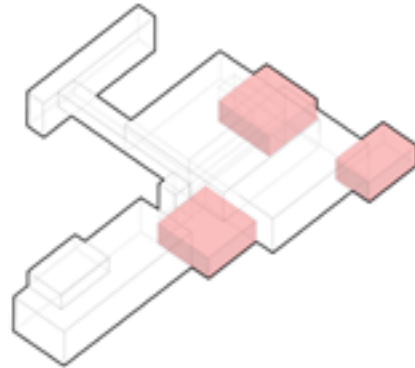
### [4] Rail operator workspace & cycle hub

Ground and mezzanine levels are provided with large scale cycle hub provision capable of storing up to 160 cycles with lockers and administration facilities. First floor (above mezzanine level) accommodates Rail Operator workspace within a flexible modern environment overlooking the station platforms.

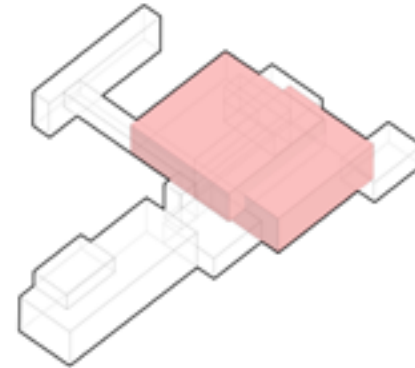
### [5] Option 9A in the round



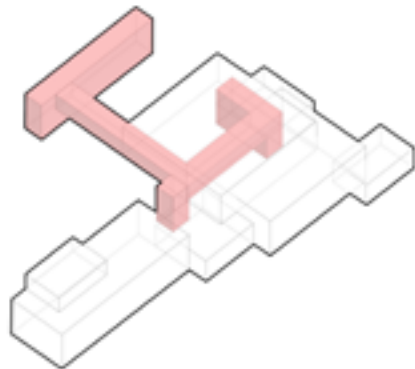
0. Option 9A volume



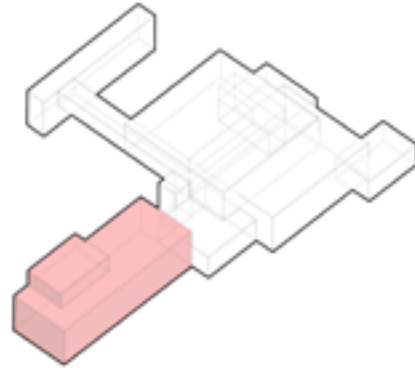
1. Service pavilions



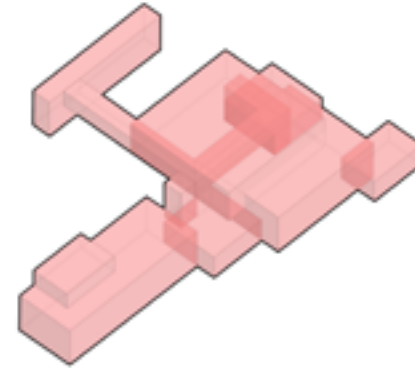
2. Concourse volumes



3. Bridge and vertical travel



4. Cycle hubs and rail workspace



5. Option 9A complete



### 3.8 Developed Option 10A

#### Design narrative

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Developed Option 10A explores a fully cleared site with the former Station Hotel completely removed. The opportunity is also taken to extract bus traffic from station / town side and relocate a dedicated Bus Interchange on the eastern side of the site off Station Road. The cleared site also affords the opportunity to extend platforms 1 and 2 by 34m with an additional 5m tolerance for braking and safety standards. This would extend Platforms 1 and 2 to 166m accommodating 7 car services.

Station layout continues to be formed on the basis of independent functional pavilions hosting station staff, ticketing, public welfare and administration facilities. Gateways are formed between pavilions and are designed to align with major site entrances and pedestrian movement routes.

Parking, taxi drop off and bus services are all clearly separated and articulated in independent site zones within an overarching shared surface design intended to prioritise pedestrian and cycle movement.

Given the anticipated increased in footfall from bus passengers the sum of both paid and unpaid concourse areas is greater than each of the preceding options.

#### Positive Developments

---

- » Station entrances greatly improved and aligned with existing approaches
- » Station environment enhanced and expanded
- » Multiple modes of travel incorporated with dedicated entrances and departures
- » Active travel hub incorporated for up to 160 cycles with locker provision
- » Animated street level approach from North (Ayr central)
- » Public arrival and events square at entrance from Smith Street
- » Expanded station concourse with improved access to platform environments
- » Improved relationship between Rail Operator Workspace and care Home upper levels
- » Bus traffic removed from Smith Street and relocated to Station Road
- » Dedicated Bus Interchange on eastern side of station site with pedestrian links to

#### Continuing Challenges

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- » Defining the capacity of the eastern site to accommodate a meaningful bus interchange





## Functional diagrams

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The architecture of option 10A is derived from the expression of its major constituent components; a set of clearly defined functional elements:

### [1] Pavilions

Each pavilion contains a dedicated function and provides active purpose and clarity to the station concourse.

Public waiting & facilities pavilion is located to serve the paid concourse.

Staff welfare & facilities pavilion is located to promote access to the station environment.

Public ticketing, service and administration pavilion is designed to serve unpaid concourse and the stations external entrance environments

Alternative, retail or community use pavilion is designed to provide an active street level presence animating the approach to the station.

### [2] Concourse

Concourse is expressed as 2 overlapping volumes surrounding the automatic gate lines which span between 2 functional pavilions. The Paid concourse volume increases in height to assist the spatial description of the pedestrian route through the station. The act of passing into the rail environment is celebrated through the daylight provided from the roof mounted clerestory lantern.

### [3] Bridge lifts and stairs

Both stairs and vertical travel are located in the unpaid concourse to promote onward pedestrian journey for those arriving by bus on the opposite concourse. Bridge structures are designed as animated objects within the concourse volumes and promote views, orientation, and wayfinding.

### [4] Bus concourse

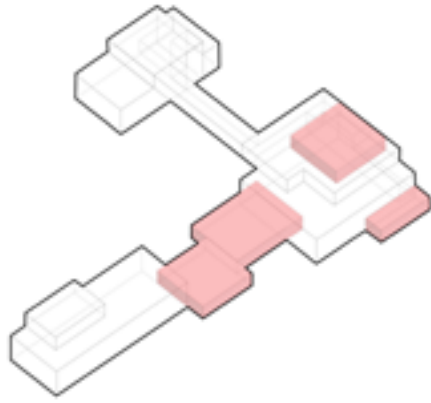
An additional bus concourse waiting area and ticketing facilities are provided to the opposite concourse with additional gatelines providing revenue protection at concourse level to platforms 3 and 4.

### [5] Rail operator workspace & cycle hub

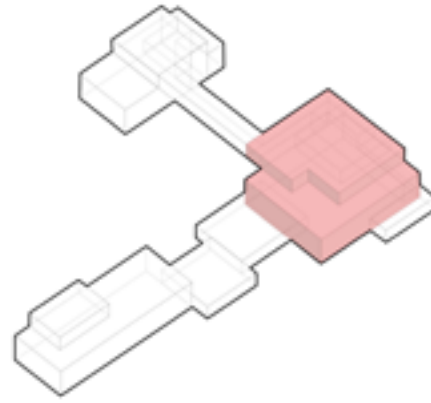
Ground and mezzanine levels are provided with large scale cycle hub provision capable of storing up to 160 cycles with lockers and administration facilities. First floor (above mezzanine level) accolades Rail Operator workspace within a flexible modern environment overlooking the station platforms.

### [6] Option 10A in the round

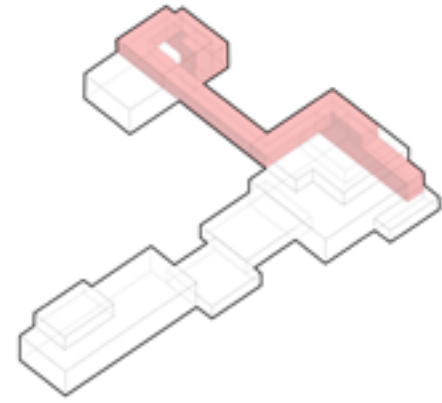
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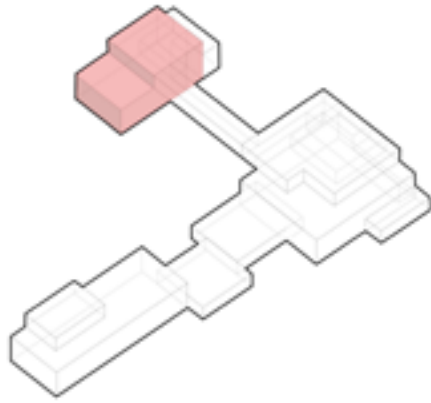
1. Service pavilions



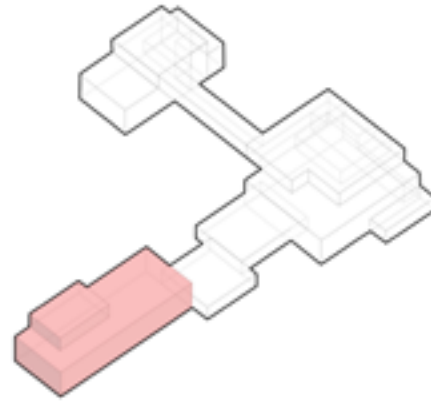
2. Concourse volumes



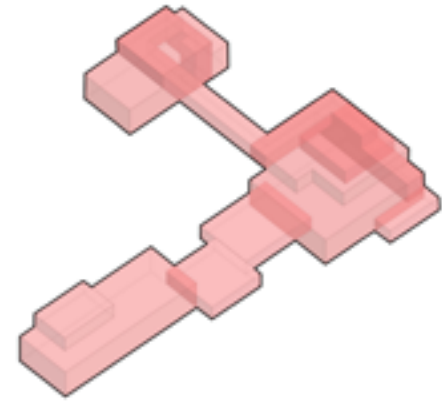
3. Bridge and vertical travel



4. Bus concourse



5. Cycle hub and rail workspace



6. Complete option 10A

### 3.12 Planning

#### National Policy

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

#### Local Development Plan

##### South Ayrshire Local Development Plan (2014)

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

##### Town Centre and Retail Local Development Plan (2017)

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

#### Supplementary Guidance & Other Planning Guidance

To supplement the policies outlined in the LDP, various supplementary guidance and planning guidance has been published. Supplementary Guidance: Historic Environment supplements LDP Policy: Historic Environment and provides further guidance on heritage issues.

#### Applicable Policies

Within the Town Centre and Retail Local Development Plan (TCRLDP), the site is located within the Town Centre, and is allocated as "Transport" and considered part of the retail periphery.

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

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

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

#### Options 8a, 9a and 10a

Option 8a aligns with the identified redevelopment and proposed use. The business centre use is reasonably compatible with the local challenges around acoustics, noise, parking and light pollution associated with the adjacent station operations. The incorporation of a new and improved station, with public realm, offers further opportunity to reinstate this site as a 'Gateway' to the town.

The inclusion of the new train station in these options will generate community enhancement through improved facilities, creation of ground floor units and opportunity for significant improvements to the public realm. The new train station and potential interchange will result in significant improvements to travel connectivity and this is an acceptable use, in principle, at a sustainable, town centre site.



The new train station and the proposed public realm will generate community enhancement through improved facilities and opportunity for community use within ground floor units which would be directly accessed from the public realm.

All Options provide further opportunity for a wider public realm opportunity to incorporate an ambitious inclusion of the wider area to create a significant public space for the community and transport users.

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

This reflects initial and ongoing discussions with South Ayrshire Council's planning department that any use or proposal that would support the retention of the listed building in any form would, in principle, be supported and there will be allowances made with regard to specific planning policy requirements given the historic, locational and technical constraints of the site. There is a specific policy in the PLDP2, Strategic Policy 2: Development Management, that states that the Council will ensure that if development proposals are contrary to specific LDP policy, they are justified in terms of an over-riding community interest, except where this would conflict with legal obligations or Regulations.

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

(HES) has provided advice through the development of the options. HES supports the principle of all options being considered and assessed for the site, with the presumption being that every effort is made to protect the cultural significance of the site, including retaining as much as possible of the historic buildings. All decisions should be made in line with national policy on the historic environment as set out in HEPS.



### 3.13 Transport Policy

#### National Transport Strategy 2 (NTS2)

Options including the new rail station should be developed in line with the National Transport Strategy and the 4 Priorities.

#### Strategic Transport Projects Review 2

The second Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland for the next 20 years.

STPR2 is a Scotland-wide review of the strategic transport network across all transport modes, including walking, wheeling, cycling, bus, rail and car, as well as reviewing wider island and rural connectivity.

Options including the new rail station should be developed in line with the 5 National Transport Planning Objectives (TPOs).

1. A sustainable strategic transport system that contributes significantly to the Scottish government's net zero emissions target
2. An inclusive strategic transport system that improves the affordability and accessibility of public transport
3. A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing
4. An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
5. A reliable and resilient strategic transport system that is safe and secure for users

The high level requirements and brief respond to these TPOs in terms of sustainability ambitions, connected travel modes, provision for cyclists, improved pedestrian experience, integrated community provision. These should be embedded in the Project Requirements as the brief is further defined.

### 3.14 Heritage

As the Station Hotel Building is B Listed, Listed Building Consent will be required for any alteration to the Building, both interior and exterior, including the gates, outbuildings, perimeter railings and environs. Any level of alteration and demolition that is proposed requires to be demonstrated within the context of the historic Environment Policy for Scotland (HEPS), and associated guidance on alteration and demolition set out in the Managing Change series which requires that all other options for retention have been fully explored. Demolition in part or whole will have to be fully justified and the proposal will be assessed in the context of the relevant legislative and policy framework, with evidence and supporting reports to justify why the option has been proposed.

#### Demolition or Partial Demolition: Option 8a, 9a and 10a

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

These include:

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

The guidance also elaborates on economic viability noting that in some instances the repair and reuse of a listed building is not economically viable i.e. the cost of retaining the building will be higher than its end value. If none of those circumstances apply, demolition should only be considered if it can be demonstrated that retention is not economically viable. i.e. the cost of retaining the building will be higher than its end value. Open and transparent marketing of the building should be undertaken to demonstrate that every effort has been made to secure a buyer who would retain the building.

The Feasibility Study identified Options 2-7 for conversion to a range of alternative uses, all of which have a local demand. However a costing exercise of Capital cost against Value on Completion identified a funding gap of a range of 300- 400% in excess of the final value on completion of the works for all of the options, which effectively demonstrated that all potential options for full building retention were unlikely to be economically viable.

The Study Options 8a, 9a + 10a are options with a new station component and this element of the proposal has an identified funding stream to cover the station element. The proposed new station offers significant economic benefits to the town and the wider community. The option development demonstrates that partial or full demolition is necessary to deliver a new 'fit for purpose' rail station. Full demolition is required to deliver an optimal operational station.

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



## Demolition: Option 9a & Option 10a

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The removal of the building would be proposed under the consideration that:

- » Removal of the building is essential for the redevelopment of the rail station thereby contributing to economic growth of the wider community

Mitigation would be offered in terms of:

- » Provision of enhanced public realm and amenity
- » Provision of active travel promoting healthy and sustainable travel
- » Provision of community units within the ground floor of the station with direct access and use of the public realm
- » Re use of existing station ancillary buildings for enhanced station amenity

The design development of Option 8a demonstrates that the retention of the building does not allow delivery of an optimal station layout which could be a limit to the investment justification for any associated rail funding.

The larger station proposals included in options 9a and 10a have increasing scales of integrated travel that would increasingly improve connectivity and amenity to the wider community. The removal of the Station hotel Building allows for an optimal station layout and allows for future expansion of the platforms 1+2 to allow for longer trains as proposed in option 10a. This larger option also proposes integrated onward travel with provision of space for cycles, travel hub, taxi drop off and connected bus stances.

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

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

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

## Selective Demolition and Adaptation and Extension: Option 8a

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This option was identified and developed following the Feasibility Study assessment of full retention options for the building which demonstrated that these options were not economically viable.

Selective demolition of the north wing and canopy is identified as a potentially viable option, retaining the significant component of the station hotel building for re use as a Business centre with integrated station functions and potential community use and benefit. Operational demand for a Business Centre, equating to the south wing of the station hotel building was identified.



The north wing has several unsightly additions and alterations including the external escape stair and adjustments to openings which serve to detract from the original quality of the building.

This combined with an identified need for a 'fit for purpose' rail station formed this option.

This option proposes that the South Wing of the Station Hotel Building is retained, with the North wing of the building removed to reconstruct a new purpose-built station and rail operators offices, which is what forms a large part of the current north wing. The southern block is noted to be architecturally finer than the northern block with fewer negative alterations as evident in other parts of the main building. This south wing is notable as being the visible and most prominent part of the building that terminates the long views and defines the station.

The fabric and structural condition of the southern block is in very poor and declining condition. Retention of the internal structure is challenging in terms of the large scale deterioration and in terms of offering suitable accommodation for an identified use. This option proposes reconstruction of the interior structure to form open space and this will easily accommodate the necessary internal cores and services.

This option preserves the 'gateway' portion of the building which is the mass of the building contributing to the urban presence and character terminating the key vista from Burns Statue Square. The proposed partial demolition would need to be informed by the various technical and viability assessments and will be required to be fully justified under the relevant statutory legislation and policies.

This option is proposed on the basis that it could demonstrate compliance with ***HES Guidance for Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings April 2019 and Managing Change in the Historic Environment: Demolition of Listed Buildings April 2019.***





### 3.15 Building Standards

As explored in the preceding Feasibility Study, the adaptation of the existing station hotel building will require a proposed change of use which will instigate full compliance with the current Building Standards. This will require alteration and upgrades in many areas to meet these current standards, especially with regards to escape, accessibility and energy. The main areas of alteration are:

#### Option 6a:

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Full Retention of Station Hotel Building And Conversion To Student Residential

#### Option 8a:

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South Wing converted to Business Centre and retail, New Rail Station and public Realm

#### Life Safety

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- » Fire detection, sprinklers, escape routes and stairs, final exits to be reorganised
- » May be requirements for fire rated glazing due to the adjacency of the rail station

#### Escape

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- » Formation of new cores to include lifts, escape stairs and service risers to meet travel distance
- » Additional lines of compartmentation to comply with travel distance

#### Accessibility

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- » Compliant stairs, lifts and circulation including additional services for accessibility
- » Safe access strategy for window cleaning and maintenance

#### Sustainability + Energy

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- » On site energy generation from PVs, sustainable energy source for full building
- » Integrated Building services meeting anticipated sustainability targets and possible mixed mode to address acoustic issues. Potential to maximise use of natural ventilation in non-track-side spaces
- » Triple glazing likely to meet acoustic requirements
- » Aim for Low carbon for operational energy requirements
- » Potential to use Air Source / Ground source heat pumps with high COP for heating/cooling
- » Significant improvement of building fabric to vastly improve air tightness and U Values



### 3.16 Consultations

#### Public Consultations

The Feasibility Study included Public Consultations. The responses were detailed and varied and all illustrated the depth of feeling and range of opinions around the building and the site. This information informed the identification of the options which were taken forward for evaluation and subsequently, the most feasible options are now being developed. The Feasibility Study was published on the public South Ayrshire Council website in the middle of February and was accompanied by a Press Release. There has been ad hoc public response to the Feasibility Study across a range of social media and other forums, but that has not been incorporated into this report.

#### Stakeholder Consultations

The consultations within this stage of study are confined to the key stakeholders with a direct interest in the site and role in the deliverability of the proposals.

These key stakeholders are all within the Project Steering Group .

- » South Ayrshire Council (SAC)
- » Transport Scotland (TS)
- » Network Rail (NR)
- » ScotRail/ Abellio (SRA)
- » Advice was provided on Heritage matters by HES

A series of breakout meetings took place between the stakeholders and Atkins, covering the following topics.

|   | TOPIC   | PRESENT                                  |
|---|---|--|
| 1 | Confirming the Options, Reviewing the Feasibility Study                                       | Steering Group                           |
| 2 | Developing the Station Brief, Reviewing the spatial test fits                                 | Network Rail , ScotRail/ Abellio         |
| 3 | Review of Heritage and social value of station hotel building and wider station complex       | HES                                      |
| 4 | Reviewing the option development in terms of planning and heritage context                    | TS, SAC, HES                             |
| 5 | Review of Options at end of study, review of report scope and content, review of project risk | TS, SAC, Network Rail, ScotRail/ Abellio |



## Briefing Consultations

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In developing the brief for the new station component of the Options 8, 9 and 10, we have consulted directly with Network Rail and ScotRail/Abellio to gather a Schedule of Requirements. This is very high level briefing, forming a schedule of component parts to produce an optimal, functional station of matched capacity to the current Rail Station. At this stage of design development it is a high level spatial test fit.

In the Feasibility Study, Options 9 +10 had an alternative composition of requirements to that which is currently being developed in this study. The brief development has largely arisen in response to the technical development of the rail station brief and test fit analysis and is explained as follows:

**Option 9:** This option was to include the retention of the clock tower for re use as Community and co worker space. As the spatial test fit for the new station and refurbishment of the clocktower developed the following was noted.

- » The clocktower location was an impediment to optimal station operations and embedded a key constraint from the former station into a new station which we conclude is not a good basis for optimising the station design

- » The development of the clocktower as a stand alone element would require 2 escape stairs and a lift within the limited footprint compromising the function, economic case with a poor gross to net ratio and impinging on the heritage interior spaces

## Station Briefing : Network Rail and Abellio/ ScotRail (NR, ASR)

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No work to the existing station is included within option 6a, however the station must essentially not be in anyway compromised or affected by the development proposals. In developing any proposals within this building, access must be sought and approved on Network Rail land – the station platform and all arrangements in line with Rail Operating Procedures.

The potential use as Student Residences is one which Network Rail, ScotRail/ Abellio would express concern about in terms of suitability as an adjacent and appropriate neighbour. It is understood that British Transport Police (BTP) would be a key consultee in any proposal going forward to a more developed stage, as would the TOC as a key consultee.

The new station is included in options 8a, 9a and 10a and consultation has taken place to develop an appropriate station brief for each of the options and the key components and strategy are expanded upon in the design section 3.2 preceding this.

As the occupier and potential funder of a new station, the

option development has involved several briefing sessions with Network Rail and ScotRail/ Abellio with an overview by Transport Scotland. The scope of the briefing was confined to a very high level review of operation, functional components and adjacencies. The brief was developed on the assumption that no increase in operational capacity was to be considered at this early stage. Future proofing and potential extension of platforms 1 & 2 is considered in Option 10 only as part of an integrated travel hub

The feasibility options 9 and 10 included an allowance for co worker space/ business centre within the station building. The scale and proximity of this accommodation was challenged by NR and SRA as a sub optimal neighbour. The brief was developed to diminish the co worker space to a future phase potential, of additional floor of accommodation to sit directly over the rail operator offices should a case be developed to support this. The community provision would be met in the offering of ground floor units directly accessed from the urban realm which could be used for a range of functions to mitigate the loss of the station hotel building and offer enhanced social value to the overall development.

- » **Option 8:** station in current location with capacity as per current provision
- » **Option 9:** medium station option
- » **Option 10:** transport interchange with larger station and extended platforms 1 and 2



## **Heritage Consultations: Historic Environment Scotland (HES)**

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HES have provided opinion, advice and direction with regard to a full consideration of the social, heritage and architectural value of both the station hotel building and the wider context.

Discussions around assessment of the Statement of Significance in terms of the criteria for assessment – social value, heritage and architectural – which are all required to be considered in the assessment.

The Station Hotel Building is part of a grouping of buildings and structures which form the station complex and the Statement of Significance is therefore required to cover all of these. The value of the building is interlinked to the overall composition and function, and this is therefore why it is to be viewed alongside these other structures. It was also communicated that a key aspect of any proposed option which included demolition, would have to provide suitable mitigation in the replacement, and meaningful retention and reuse should be proposed for remaining structures around the station.

## **Strategy: Transport Scotland (TS)**

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Any station solution must take into account the principles of the National Transport Strategy 2. Proposals for station changes or upgrades, should be sustainable, provide public and active travel access to employment, education and training locations. It should facilitate a shift to more sustainable and space-efficient modes of transport. Any development should make maximum use of the asset, and exploit it as far as reasonably possible to the benefit of locals and visitors to Ayr. This could include a community space, a large cycle hub with large scale cycle parking and potential cycle workshops, along with retail. This will facilitate active travel choices and help to improve people's health and wellbeing. It should be a

safe and secure station, both in perception and physically, and be a welcoming gateway to Ayr. This serves the purpose of mitigation for loss of the listed building as well as complying with Transport Scotland policy to serve communities.

## **Planning and Development: South Ayrshire Council**

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Consultation with Building Standards regarding the retained and refurbished options was previously obtained and the approach is that any change of use and redevelopment will require compliance to current standards and the proposals have been developed on this basis.

Planning consultation should be undertaken at the next stage of design development to confirm more detailed review of the relevant and applicable policies as indicated in the Feasibility Study. At this outline stage, the proposals have been developed in line with local planning policies.

## **Market Demand: Visit Scotland**

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Following on from the initial phase of option identification and evaluation, the following information was received via Transport Scotland, from Visit Scotland. This information is a considered view regarding the demand for hotel re provision within the current Station Hotel Building.

VisitScotland advises there are no ambitions that they would be aware of to invest in another hotel in Ayr or the local area, particularly one in the 4/5 star range, to bring the level of investment to restore the Ayr hotel and still see a return on investment.

In the wider Ayrshire area there are a number of 'elites' who have come together to promote Ayrshire (Destination Ayrshire). Their partnership includes members from Glenapp Castle Hotel in Ballantrae, AD Rattray Whiskey Experience and Trump Turnberry. It is likely that if there is

to be interest in inward investment of that level to the area, it would be to provide a high end visitor experience similar to what these places provide – specifically - exclusive, private escapes. It would be highly unlikely then that a potential investor in a 5 star hotel would choose Ayr town centre which would be disruptive and affect the getaway experience.

There were no specific tourism statistics for Ayr. The grouping is Ayrshire and Arran and it is likely that the Arran statistics as part of this skews the results. The occupancy rates for 2017 for the whole region show a c. 89% occupancy rate in the summer and a c. 50% occupancy rate in the winter. Even if there was a drive to increase getaways in the winter and extend the season, guests would be next to the station and main road, which do not necessarily provide the countryside experience of the area.

Statistics from Ayrshire and Arran from 2017 show the top 2 reasons for attending the area is to see the scenery and to get away from it all. Only 28% of visitors stay in a hotel. 16% stay with family and 20% camp or caravan.

From a visitor and tourism perspective, it would be unlikely that a commercial operator could be attracted to invest in and restore the hotel.

There is however potential in considering plans for Ayr as a whole, wider than the train station. Engagement with economic development colleagues around the Ayrshire Growth Deal and the plans for investment in Irvine and marine tourism and funding provided to North Ayrshire Council in 2018, to take forward its proposals for 5 ring routes to attract day and potentially overnight visitors to the whole of the Ayrshire area. Most of these visitors would be expected to have their own transport. There was mention of a masterplan but this would come from the Council and it should be noted there was no mention of Ayr station in the Ayrshire Growth Deal.

In summary, this expert view reinforced the market evaluation in the Phase 1 study which concluded that there was no viable market demand to reinstate the Ayr Station Hotel to hotel use.



4.0

# STATEMENT OF SIGNIFICANCE

## 4.0 Statement of Significance

The B listed Ayr Station Hotel in the coastal town of Ayr is a fine and imposing sandstone building, designed in a French Renaissance style and consisting of 3 storeys and an attic. Prominently located at a key entry point to the town by road and rail, it has served as a gateway to the town of Ayr since construction in 1885.

The Ayr Station Hotel was purpose built at the same time as the rail station and is part of a wider network of town centre Rail stations with incorporated hotels such as Perth, Inverness and Aberdeen. In common with these stations, the building has a grandeur and civic scale intended to convey the quality and importance of Rail travel of the late Victorian era.

The Station Hotel is part of an overall grouping of structures within the station environs which cover the wider site, defining the station complex. The west perimeter is defined by the hotel, station and ancillary buildings and the east side of the station has a lower scale grouping of buildings consisting of booking hall and entrance. Both of these buildings are connected by a simple but elegant cast iron framed sawtooth glazed canopy which offers cover to station users. The form and construction of the station enclosure is typical of Victorian stations across the country and provides a distinct sense of place and function.



### Ayr Station Hotel Building is important because:

#### Historically

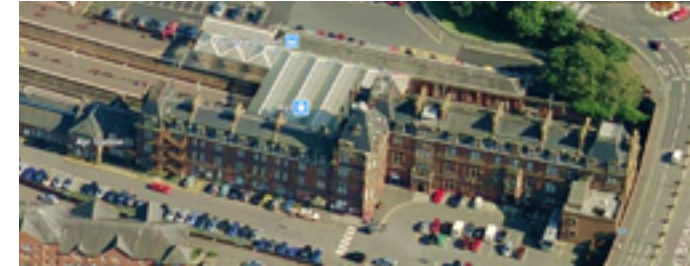
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The creation of the railway line and the accompanying grand station hotel is linked to a time of growth and prosperity of the town of Ayr when it was an important area for tourism and commerce. The rail station remains significant to the commercial prosperity of the town.

#### Culturally

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As well as being an attraction for visitors to the town of Ayr the hotel was also an important venue and gathering place for the locals in Ayr to meet and mark significant milestones such as weddings, birthdays and events. This was the case for many decades before the decline in quality of fabric and offering.



#### Physically

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This is an imposing building of scale and quality, in a key gateway location of entry to the town from rail and road. The south wing terminates the viewpoint from Burns Statue Square. The 'Gateway' aspect of the building has been somewhat diminished in impact in recent years, having been affected by road traffic changes and the vacant buildings in Burns Statue Square.

#### Architecturally

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The hotel building is an attractive and imposing building, enhanced by its position in the complex of smaller buildings which ring the edge of the site, all connected with the glazed canopy so reminiscent of regional rail stations across Scotland. The scale, form and materials are all of a civic quality to convey prestige and significance.

**Building Date:** 1885

**Architect:** Andrew Galloway

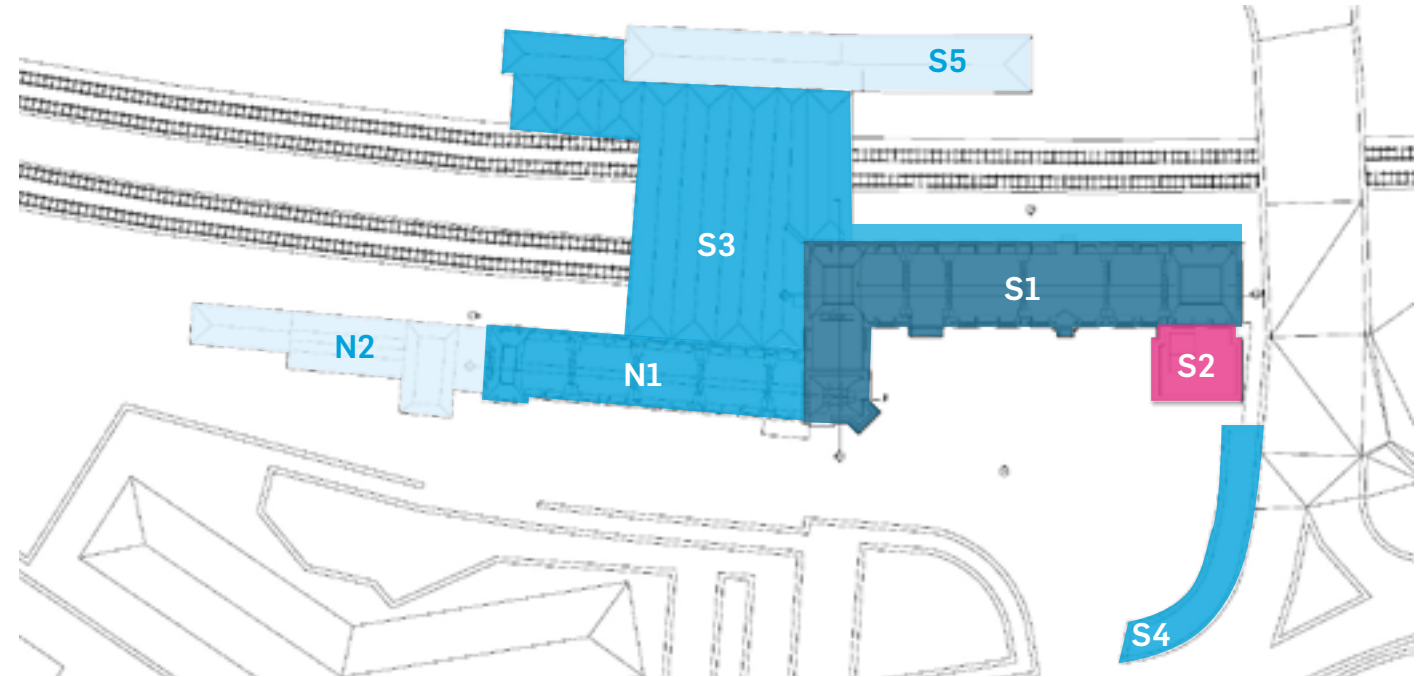
**Listing:** B

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

**Description:** 3-storey and attic French Renaissance hotel forming part of Ayr Station, with 4-storey and attic corner pavilion and lower single storey, single storey and attic and 2-storey sections to station. Coursed red sandstone. Bull-faced battered base course; channelled rustication to ground floor of principal elevation; architraved openings with projecting cills; dividing band courses; deeply moulded eaves cornice; pilastered sandstone rectangular dormers to attic, with deep entablatures, scrolls flanking; decorative iron brattishing to pavilion roofs.

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

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



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| <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #1a3d4d; margin-right: 5px;"></span> <b>HIGH</b>– LOCAL SIGNIFICANCE AND OF NOTABLE QUALITY</p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #0099cc; margin-right: 5px;"></span> <b>MODERATE</b>– LOCAL SIGNIFICANCE MODERATED BY LESSER QUALITY AND ALTERATIONS</p> | <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #add8e6; margin-right: 5px;"></span> <b>LESSER</b>– SIGNIFICANCE AS PART OF THE OVERALL GROUPING OF BUILDINGS BUT OF NO INDIVIDUAL NOTE</p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #d62728; margin-right: 5px;"></span> <b>NEGATIVE</b> – NEW ADDITION DETRACTS FROM BUILDING</p> |
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## Assessment of Values

### 1.1 South Wing, and Clocktower

The south wing of the building, north west elevation is expertly articulated, external stonework details and well modelled mansard roof. This is the main focus of the principal elevation terminating key views from Burns Statue Square. There is some alteration to the external fabric in terms of replacement windows and doors which do not fully fit.

Record drawings indicate that the ground floor of this part of the hotel was interwoven between hotel and station function but this has been functionally altered over the years to separate the hotel and station functions, with only the platform accessed toilets remaining as station function.

As with other station hotels of this date, the elevation fronting the station platform is plainer and more workaday, it is therefore noted to be of moderate significance. This was the access for the station waiting and toilet facilities. It is a simple sandstone rear wall to the hotel, with some entrances to service accommodation, blind pedimented openings. The adjoining glazed canopy means that the upper part of the rear elevation is only visible from outwith the station.

S.1 HIGH SIGNIFICANCE





S.1 HIGH SIGNIFICANCE

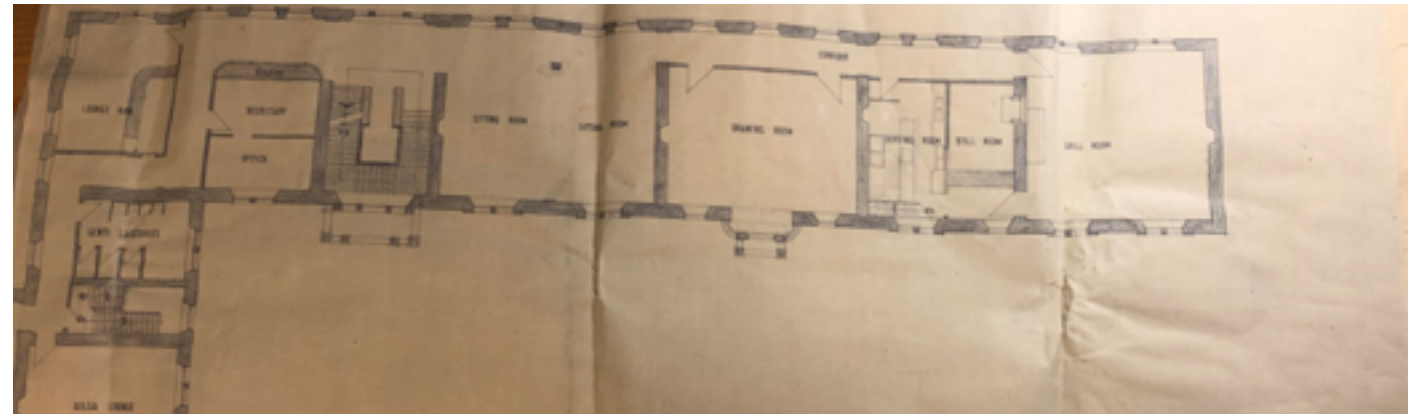
**1.1 South Wing and Clocktower S.1**

The south wing of the building contains the principal hotel spaces used for social functions such as the bar and ballroom, and is these grand spaces which are memorable to the townspeople. The suite of large reception rooms have relatively grand proportions, coffered ceilings, pilasters, timber dado panelling and linings to arched entrances. The central staircase has feature balustrading and a lift with decorative metalwork around the enclosure and doors.

There are signs of alteration and replacement of original joinery and doors and the bedroom areas appear to be generally functional and of limited architectural interest and quality.

Access to the building is currently prohibited due to its dangerous condition, but since these images were taken, the internal condition has deteriorated considerably with a number of ceiling collapses due to water ingress. These photographs of the interior are not current, the building has suffered significant internal deterioration and loss in the interim period. Restoration will be challenging as the underlying structure is compromised.

Significant water ingress and a lack of maintenance and repair has reduced the significance of the interior historic feature and fixtures.





## 1.2 North Wing

The style and composition of this wing is similar to the main entrance elevation but the detailing and proportion are of a plainer design. The elevation, particularly at the ground floor has been in use as accommodation for rail operator staff and has been altered over time with changes to door openings and additions of external services: all to the detriment of the appearance. The internal layouts and features in this wing are simple and with no significant decorative features or grand rooms.

An external steel staircase has been added to the frontage impacting its appearance.



N1 MODERATE SIGNIFICANCE



## 1.3 North Wing Ancillary

Sandstone and slate roofed single storey ancillary and storage accommodation. Simple timber doors and ventilation grilles inset at high level. This is a utilitarian composition of support accommodation and serves as a boundary to the station.

Various alterations to external openings to insert services. These buildings form part of the overall composition of the station complex albeit of a much lesser architectural and construction quality relating to the ancillary function.



N2 LESER SIGNIFICANCE





## 1.4 Canopies

The glazed canopy over the platforms and tracks links both sides of the station together. The form is a simple but elegant sawtooth form with fine decorative ironwork trusses and cast iron columns.

The overall enclosure is light and attractive and defines the station enclosure. This is a form and composition synonymous with regional Victorian era rail stations across Scotland. The condition is reasonable although it is notable that the height is very low and is only a few metres above the passenger bridge crossing. This height is a constraint on installing lift access to create an accessible route from station entrance to platforms 3+4.



S3 MODERATE SIGNIFICANCE



## 1.5 2 Storey Extension South Wing

The modern 1980s 2 storey addition, obscures two bays of the ground and 1st floor, detracting from the rhythm and quality of the main entrance elevation. The location is prominent on the front façade, viewed from the point of entry as well as the adjacent footbridge. It has a negative impact and contribution.



S2 NEGATIVE





### 1.6 Entrance Gates, Railing and lamps

The curved boundary wall with inset metal railings and feature lamp standards are an elegant definition to the perimeter.



S4 MODERATE SIGNIFICANCE



### 1.7 East Entrance and Booking Hall

The opposite side of the rail lines is bounded by a red sandstone single storey structure formerly used as a booking hall and waiting for platforms 3 + 4. The pedimented entrance is also gated. This is abutted by the glazed canopy, tying all areas of the station under its coverage. The building is of lesser architectural significance but has a high value in the continuity of the station form across the wide site. The boundary walls are in a complementary form and material to the overall station composition.



S5 LESSER SIGNIFICANCE





**Historical:** The building has significance as a station hotel, with the station and the hotel functions intertwined. The station hotel building featured in tourist postcards of the town and had a firm place in the identity of the town. The functions of each building would have been initially complementary, however as time has progressed the adjacency of the hotel to the railway line has proven an inhibitor to instigating improvements as well as severely disrupting rail operations as the building has become dangerous.

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

**Function:** The Station building in its current condition, is a source of great embarrassment and anger to the townspeople of Ayr and strong sentiments are elicited by the derelict state. This is due to the decay of a well regarded prestigious building whose decline is synonymous with the decline of the Town as a tourist attraction. The other expressed issue is with regards to the rail function – the station is viewed as integral to the prosperity and connectivity for the town of Ayr and where the station hotel was once seen as integral to that function, this has become separated over the years and the building is viewed by many as now in direct conflict with this function due to the derelict condition.



# ENVIRONMENTAL SUSTAINABILITY





## 5.0 Environmental Sustainability

### Retained Building

Retention of the existing buildings and structures is a desirable outcome in simplistic terms of minimising embodied carbon, however the quality of the environment has to be fully considered. The existing fabric will require considerable upgrade to meet current u-value requirements for thermal performance and improved air tightness. This will require careful selection of appropriate components and materials.

### New Build Station

#### Fabric First

A new build design allows for the opportunity to employ a 'Fabric First' design approach with carbon reduction methods achieved through fabric and form utilisation, orientation, passive shading, thermal mass and other methods to minimise heat gains, optimise natural and mixed mode ventilation: Enhanced fabric performance and air tightness will minimise operational energy use. Active renewables should be explored such as PV and ground or air source heat pumps and a modal shift from cars to train and cycle.

### Material Selection

The project requires a multi-disciplinary approach to sustainable material selection for the new station which should be developed in accordance with the Network Rail Sustainable Development Strategy, RSSB Rail Sustainable Development principles and, at all times, taking cognisance of the Network Rail standard code for fire compliance. Environmental impact should be minimised by avoiding high energy construction materials and optimising the specification of sustainable materials by implementing the following high level goals:

- » Using materials with low embodied energy
- » Reducing transport of materials and associated fuel, emissions and road congestion
- » Preventing waste going to landfill

Designing and constructing for ease of reuse and recycling at end-of-life (design for deconstruction). Key targets for the new station should focus on the following:

- » Preserving and re-using components and materials of heritage significance associated with the station hotel building where possible
- » Re-use materials or components in situ
- » use manufactured materials or components with significant and known recycled content
- » Use natural materials that have low embodied energy and / or environmental impact, provided they meet Network Rail standards in relation to Fire strategy
- » Optimise the selection of materials which do not deplete non-renewable resources
- » minimise the specification of non-renewable materials;
- » Development of strategies to utilize site won demolition waste or tunneling waste where applicable
- » Development of strategies to import recycled aggregates for fill and hardcore
- » Use clean design principles to minimise waste by design



- » Minimise the amount of materials required by designing minimum weight structures and by matching demand to supply such as supply balancing cut & fill
- » Optimise the specification of reclaimed materials;
- » Develop strategies for pre-fabrication of structural, civil, architecture and MEP elements of the design to minimise cutting on site and reduce the amount of waste produced;
- » Develop opportunities for circular economy and design for disassembly
- » Develop strategies to specify materials which are inert and durable
- » Develop strategies to specify materials which have are low VOC (Volatile Organic Compounds) content
- » Specify materials with a Green Guide A or A+ rating
- » Specify materials in relation to Responsible Sourcing of Materials
- » Reduce waste to landfill
- » BREEAM Excellent target

### Environmental Performance modelling

The next stage of design should utilise tools for assessing environmental performance, whole life costs and embodied carbon relation to materials selection particularly in relation to the rail station project to ensure selection of construction materials that are less damaging to the environment. 'Environmental preference' methods that use star-ratings to substitute 'normal' materials and components with more 'environmental' alternatives. Methods that calculate a single numerical score, such as an EcoPoint, for the impact of each material(per kilogram) and aggregates these according to the quantities in different types of construction for a given building. Methods that use embodied energy or carbon dioxide emissions as the single measure of impact, which are then processed using 'carbon accounting'.





6.0

# COSTS



## 6.0 Costs

The purpose of this report is to provide an initial Order of Cost for the proposed repurposing options for Ayr Station and Hotel Building.

Following completion of the initial review of Longlist Options, the current appraisal reviews four options, as per the Phase 2 Option Review documents produced by Atkins.

The estimate has considered the site implications and makes allowance for works to demolish or refurbish the existing buildings (where applicable). No allowance is made for hazardous materials arising from these works including asbestos removal works unless specifically noted.

In arriving at these costs, the assumed specification has been noted within the Order of Cost section of this report.

Our assumptions relating to sustainability issues are that the project will meet Section 6 requirements only with no increase from this base requirement for BREEAM etc.

We have assumed the procurement route for this project is Design and Build and that the works will be carried out under a single contract/phase. Contractor's design fees are excluded. Our costs assume the design is being developed by the Design Team to Stage 4 prior to the Design and Build tender exercise being undertaken.

We have Benchmarked this Order of Cost in comparison with similar projects and made due adjustment to take account of tender price inflation / location factors. Appropriate Benchmarking has been used to inform the overall anticipated lower and higher range of the options appraised.

This estimate is offered as a guide only and further design development, site investigations / surveys, etc. are required in order to provide a robust cost estimate.

The costs detailed within this report are CURRENT. No allowance has been made for inflation or for the impact of foreign currency fluctuations.

We have not made any programme assumptions at this time in line with inflation being excluded. This should be reviewed once timescales become clearer through the option appraisal process.

We note that our measure is taken from sketch drawings provided.

We have allowed for steel frame construction as advised by Atkins.

We have assumed external wall finishes to be reconstructed stone colonnades with triple glazed curtain walling.

We have assumed that a nominal amount of ground remodelling is required and that the site topography is relatively flat. All material assumed inert.

We have assumed raft / piled foundations can be utilised. Foundation design should be ascertained as early as possible.

We have made an increased allowance for working around live railway environment.

Where applicable, we have allowed for demolition works including existing canopy.

The Executive Summary demonstrates all options with and without fees etc. Option 8A is split over two separate costs to provide detail of anticipated costs for the Station works and for the Business Centre works.

The drawings and other information used in the preparation of this report are as follows:

- » Refer to Atkins Ayr Station Hotel Phase 2 Option Review
- » Discussions with Atkins along with previous experience



## Exclusions

- » Professional fees and expenses - noted separately in executive summary No allowance for Specialist Advice (i.e. Planning Consultancy; Acoustics; Surveys/ Investigations etc.) - general 15% allowance made
- » Site investigation costs (if required)
- » Planning and Building Regulations fees
- » Legal and publicity costs; land purchase costs, finance costs, etc.
- » Value Added Tax

## Project Specific:

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- » Section 75 Works
- » Asbestos Removal
- » Contaminated material removal
- » Archaeological Impacts
- » Major services infrastructure upgrades / diversions
- » Works to off site areas that may be required as part of planning decision
- » Works outside the existing site footprint
- » Third party insurances
- » Sales and marketing costs
- » Option 6A excludes all works outside hotel ownership including NR Office areas (this means the comparison against the other options is not reflective of full costs which will be higher)



**Executive Summary**

| Project Options Summary   | Project Options Summary (con't) / Risks   | Project Options Area Summaries   |
|---|---|--|
| <p><b>Option 6A - Student Residential:</b></p> <ul style="list-style-type: none"> <li>Full building retention and stabilisation</li> <li>Conversion to Student Residential / Station Area Retained</li> </ul> <p><b>Option 8A - Part Demo/ New Station/ Conv. Business Ctr:</b></p> <ul style="list-style-type: none"> <li>Demolition of former Hotel North Block and associated buildings / conversion of remaining to business centre</li> <li>New build station concourse, staff and passenger facilities including step free access to all platforms</li> </ul> <p><b>Option 9A - Full Demolition / New Station:</b></p> <ul style="list-style-type: none"> <li>Full demolition of former Hotel building and associated buildings</li> <li>New build station concourse, staff and passenger facilities including step free access to all platforms</li> </ul> | <p><b>Option 10A - Full Demolition / New Station Interchange:</b></p> <ul style="list-style-type: none"> <li>Full demolition of former Hotel building and associated buildings</li> <li>New build station concourse, staff and passenger facilities including step free access to all platforms</li> <li>Formation of new build bus interchange infrastructure off Station Road (on site of former car park)</li> </ul> <p><b>Top Risks</b></p> <ul style="list-style-type: none"> <li>Building Owner</li> <li>High level sketch details only at present with High Level Costs</li> <li>Proximity of Rail</li> <li>B-Listed Building</li> <li>Building at Risk</li> <li>Programme / Inflation Risk</li> </ul> | <p><b>Option 6A - Student Residential:</b></p> <p>Total Gross Internal Floor Area-<br/>Based on Existing Area                      5,465 m2</p> <p><b>Option 8A - Partial Demolition / New Station:</b></p> <p>Total Gross Internal Floor Area-<br/>Based on Atkins Area Schedule              7,377 m2</p> <p><b>Option 9A - Full Demolition / New Station:</b></p> <p>Total Gross Internal Floor Area-<br/>Based on Atkins Area Schedule              3,928 m2</p> <p><b>Option 10A - Full Demolition / New Station Interchange:</b></p> <p>Total Gross Internal Floor Area-<br/>Based on Atkins Area Schedule              4,658 m2</p> |
| Option Budgets (Lower Range)  | Option Budgets (Mid Range)  | Option Budgets (Upper Range)   |
| <p>Option Work Cost Excl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              26,777,850</li> <li><b>Option 8A - Part Demo/ New Station:</b>              27,860,400</li> <li><b>Option 8A - Conversion to Business Centre:</b>              21,074,550</li> <li><b>Option 9A - Full Demolition / New Station:</b>              38,135,400</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              43,040,400</li> </ul>  | <p>Option Work Cost Excl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              28,131,285</li> <li><b>Option 8A - Part Demo/ New Station:</b>              28,710,540</li> <li><b>Option 8A - Conversion to Business Centre:</b>              22,255,755</li> <li><b>Option 9A - Full Demolition / New Station:</b>              39,338,580</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              44,366,280</li> </ul>  | <p>Option Work Cost Excl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              29,484,720</li> <li><b>Option 8A - Part Demo/ New Station:</b>              29,560,680</li> <li><b>Option 8A - Conversion to Business Centre:</b>              23,436,960</li> <li><b>Option 9A - Full Demolition / New Station:</b>              40,541,760</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              45,692,160</li> </ul>   |
| <p>Option Cost Limit Incl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              36,953,450</li> <li><b>Option 8A - Part Demo/ New Station:</b>              38,447,340</li> <li><b>Option 8A - Conversion to Business Centre:</b>              29,082,895</li> <li><b>Option 9A - Full Demolition / New Station:</b>              52,626,870</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              59,395,740</li> </ul>   | <p>Option Cost Limit Incl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              38,821,185</li> <li><b>Option 8A - Part Demo/ New Station:</b>              39,620,563</li> <li><b>Option 8A - Conversion to Business Centre:</b>              30,712,960</li> <li><b>Option 9A - Full Demolition / New Station:</b>              54,287,248</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              61,225,463</li> </ul>   | <p>Option Cost Limit Incl. Fees etc:                      £</p> <ul style="list-style-type: none"> <li><b>Option 6A - Student Residential:</b>              40,688,910</li> <li><b>Option 8A - Part Demo/ New Station:</b>              40,793,745</li> <li><b>Option 8A - Conversion to Business Centre:</b>              32,343,025</li> <li><b>Option 9A - Full Demolition / New Station:</b>              55,947,625</li> <li><b>Option 10A - Full Demolition / New Station Interchange:</b>              63,055,185</li> </ul>  |



7.0

# HEALTH AND SAFETY

## 7.0 Health & Safety

### CDM Regulations 2015

The standards of CDM Regulations 2015 will be applied to this project. The Construction (Design and Management) Regulations 2015 (CDM2015) apply to all construction work in the UK including new build, refurbishment, alterations, conversions, repair and maintenance, and demolition, regardless of the size and duration of the project.

Five Duty Holders are identified under the regulations and are: Client;

- » Principal Designer (PD)
- » Principal Contractor (PC)
- » Designer; and
- » Contractor
- » Design Works under the requirements of CDM 2015, will require the appointment of a Principal Designer for this project

### Client Obligations

The client will have key obligations in terms of providing key information to the Designers.

Existing record drawings and site information  
The current range of information is of limited quality. An initial first task of progressing any design work will be developing a range of suitable site information.

### Surveys

A range of surveys is required to confirm the details of the existing services, below ground, ground conditions etc. Design work at this stage is a spatial test fit has been developed on the basis of the limited information received to date but detailed site information must be received and incorporated into the design at the next stage.

### Asbestos Register and Asbestos demolition surveys required.

This is required before any intrusive surveys, alterations, amendments or demolitions can be instructed, and will be required for all other buildings where work is taking place in terms of services connections.

### Designer Obligations

The designers will be obliged to take all steps to identify, eliminate and control the risks associated with their designs, in all aspects of design, construction and maintenance.

### Designer Risk Register

Residual design risks will require to be captured and noted in the Designer Risk Register. These will record the project specific risks which remain and proposed control and management measures. The approach should be based on the principles of identify, eliminate and control.

### Rail Operations

The proximity of the station hotel is within the rail environment of an electrified rail line and is therefore subject to Possession Planning. This is the process third parties need to go through to enable safe access to do works adjacent to the railway. This is the ASPRO process which stands for Asset Protection and Optimisation - details of which are on NR's website [here](#). This affects all aspects of maintenance, construction and access to the current station hotel building. This will be a major consideration and constraint in all proposed developments on this site.



Construction Planning for the newbuild station would need to be informed by the following::

### **Constraints**

- » Maintaining a live rail network
- » Maintaining live segregated platform access throughout
- » Maintain an operational Station Road
- » Maintaining an operational Smith Street
- » Maintain east west pedestrian access around the railway site
- » Possession required to complete potential demolition of the former station hotel building

### **Interfaces**

- » Smith Street
- » Kyle Court & Care Home
- » A70 bridge structure & roundabout
- » Station Road
- » Mill Street
- » Ayr Central
- » Holmston Road
- » Former Station Hotel

### **Estimated Possession Planning**

#### **Works required under non disruptive possessions (≤4 Hours; night shift closure)**

- » Potential temporary bridge foundations within platforms
- » Install platform hoarding
- » Demolition of platforms for lift core foundations
- » Removal of original canopies & stairs
- » Make good of platforms after removal of footbridge towers

#### **Works required under multiple disruptive possessions (≤52 Hours)**

- » Potential temporary bridge tower construction;
- » Temporary bridge spans
- » Incremental demolition of former hotel
- » Lifting in of lift cores and station accommodation
- » Lifting in of staircases and concourse steel structure
- » Lifting in of bridge structure
- » Lift concrete roof

#### **Works required under blockades (≥52 Hours)**

TBC

### **Temporary Works Requirements**

- » Temporary Ticket Office
- » Temporary Footbridge
- » Platform and Street Level Hoardings
- » Crane Setup, Mat and Embankment Checks
- » Demolition Sequence and Propping for buildings and structures
- » Piling Mat design and installation

### **Opportunities for Offsite Manufacture**

- » Lift shaft structure and cladding
- » Lift shaft lift pit
- » Station building structural frame
- » Station building roof and envelope
- » Station accommodation modular pods
- » Temporary Ticket Office, and station accommodation
- » Staircase flights and structural support
- » Temporary pedestrian footbridge span if required



## **Risks to Construction Programme**

- » Planning of disruptive Possessions and Blockades
- » Incorporation of wider highways and public realm projects
- » Action to secure ownership of former Station Hotel
- » Structural condition of former Station Hotel
- » Procurement strategy; design and Build Contract Award
- » Demolition consent duration
- » Planning Process duration
- » Construction lifting being called off due to high winds, delaying possession windows
- » Platform structures not structurally sound
- » Existing platform invert services requiring diversion due to clash with proposed lift pit/foundations or stair foundations
- » Structural stability of road bridge structure post hotel demolition sufficient for temporary and permanent cases
- » Not possible to reduce size of platforms, to enable station segregation



8.0

# PROJECT RISKS





## 8.0 Risk

There is a high level of Project Risk at this stage and the following tables highlight the key design and project risks at this very early stage of optioneering. Each option has risks specific to it, however there are risks that are common to all of the options and these relate to the overarching risk around the ownership of the building, covid, definition of scope and funding. The risk table highlights potential mitigations and actions around managing these risks as well as an evaluation of overall impact and likelihood.



## Option 6a: 4th Option      Refurbished Building - Student Residential

| ITEM | RISK                              | IMPACT  | LIKELIHOOD   | IMPACT | MITIGATION | RISK LEVEL  |  |
|------|-----------------------------------|---|--|--------|------------|---|--|
| 1    | <b>COVID</b>                      | This is an extraordinary and overarching risk to all aspects of the project. The risks is primarily around extent and duration of restrictions associated with the pandemic | The ongoing covid pandemic and related restrictions will have an impact on all aspects of project development, consultation access and especially potential operational demand   | HIGH   | HIGH       | None  |  |
| 2    | <b>OWNERSHIP</b>                  | The building is not fully owned by any of the Steering Group members.<br>The owner has not engaged in this process.   | The Development and delivery of this option has been instigated by a potential new owner. Should the ownership revert to the Council or some other group by action to secure ownership they may revert back to the original feasibility study findings that this is not a viable option  | HIGH   | MEDIUM     | Potential new owner self identified   |  |
| 3    | <b>PROGRAMME + SCOPE OF WORKS</b> | The programme is not feasible to deliver.<br>The scope and programme are affected by the building deterioration   | The ongoing deterioration of the building has a potentially accelerating affect in that as critical items of structure are affected then adjacent deterioration increases. The viability of retention is time sensitive and action is required as soon as possible   | HIGH   | HIGH       | The encapsulation and associated regular inspections will alert the Steering Group of any arising issues of deterioration and emergency repairs may be identified.  |  |
| 4    | <b>FUNDING</b>                    | The potential owner does not have sufficient funding  | The cost of stabilisation and redevelopment will be considerable and will be far more than the value on completion of the development. The Funding gap may be in excess of £10-15m. This is not a simple economic investment and will require a commitment from either a benefactor, heritage grant funding, public fundraising or a range of all of these. This would be a precarious funding model | HIGH   | HIGH       | Retaining the most important elements of the building will maximise the funding applications with heritage bodies. Introducing community and active ground floor will maximise access to potential heritage funding and other funding streams |  |
| 5    | <b>HEALTH &amp; SAFETY</b>        | The deteriorating building condition impacts public safety further  | The proximity of a dangerous Building to an operational public station and a live electrified rail line is a major concern and the ongoing encapsulation deals with the immediate issues. The continuing deterioration will alter this approach over time and varying responses will be required if the current state of affairs continues   | MEDIUM | HIGH       | Current encapsulation and crash deck to be maintained and regularly monitored   |  |
| 7    | <b>OPERATIONAL DEMAND</b>         | There may be insufficient demand for the proposed new use   | There may not be operational demand for this range of student residences for a many reasons – location, range of services, accommodation offering, market collapse due to covid. The model of studio apartments may not suit the funding model in terms of tax   | HIGH   | HIGH       | Not fully tested in Feasibility Study<br>Direct briefing from an identified and interested operator will develop the proposals to suit the operational demand and should follow a robust demand assessment                                    |  |



|    |                               |   |  |      |        |   |  |
|----|-------------------------------|---|--|------|--------|---|--|
| 8  | <b>COMMITMENT TO BUILDING</b> | The new owner may not understand or commit to the onerous maintenance burden of an historic building adjacent to an operational railway   | The ownership of the building in close proximity to an operational station and electric rail line involves considerable constraints for access. The timescales for construction works and ongoing maintenance and access are severely limited and incur an associated cost premium. The adjacency of the station in terms of noise and light may be incompatible with identified use as a residential building | HIGH | HIGH   | <p>The design and construction methodology is to be developed cognisant of the constraints of access</p> <p>Rear facing units may have triple glazing and limited natural ventilation to address acoustic issues</p> <p>Fundamentally, any new owner must fully understand the constraints for both initial development and the on going operation and maintenance of a building in this location and incorporate the cost penalty into any financial modelling for the project viability</p> <p>Consent and assigned debt to the Council re the DBN, may have an associated financial settlement or bond to cover the future costs</p> |  |
| 9  | <b>COSTS</b>                  | The new owner may miscalculate the costs associated with the works due to lack of understanding of specific site constraints  | Calculation of Costs will be difficult to fully establish due to a range of variables – cost to buy, accumulated encapsulations costs, escalating repair costs, limited survey information   | HIGH | HIGH   | Assume action taken to secure ownership arranges zero cost for building. Early surveys required to confirm status of incoming services, asbestos, condition etc to firm up project costs  |  |
| 10 | <b>SURVEYS</b>                | No surveys at this stage. Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited information available on building | Lack of information at the early stage of feasibility may not give accurate understanding of project viability and affect proposals at a later date. Timescale and costs associated with surveys may delay accurate proposals  | HIGH | HIGH   | Arrange for surveys asap to develop detailed understanding of building and site   |  |
| 11 | <b>CONSENTS</b>               | Consents may not be achieved for the client proposals   | The re use of the building is desirable from a heritage point of view . The risk is that any use proposed within this building conflicts with the operations of the rail station and would elicit considerable objection from Network Rail and ScotRail affecting potential consent  | HIGH | MEDIUM |   |  |

### Option 8a Refurbished Building - Business Centre + New Rail Station

| ITEM | RISK                              | IMPACT   | LIKELIHOOD   | IMPACT | MITIGATION | RISK LEVEL  |  |
|------|-----------------------------------|--|--|--------|------------|---|--|
| 1    | <b>COVID</b>                      | This is an extraordinary and overarching risk to all aspects of the project. The risks is primarily around extent and duration of restrictions associated with the pandemic  | The ongoing covid pandemic and related restrictions will have an impact on all aspects of project development, consultation access and especially potential operational demand   | HIGH   | HIGH       | None  |  |
| 2    | <b>OWNERSHIP</b>                  | The building is not fully owned by any of the Steering Group members.<br>The owner has not engaged in this process.  | The Building is owned by a third party who has been thus far unwilling to engage and may not consent to sell. Action taken to secure ownership process to be commenced and this will be time consuming and challenging   | HIGH   | HIGH       | Action taken to secure ownership should be commenced as a matter of urgency   |  |
| 3    | <b>PROGRAMME + SCOPE OF WORKS</b> | The programme is not feasible to deliver.<br>The scope and programme are affected by the building deterioration  | The ongoing deterioration of the building has a potentially accelerating affect in that as critical items of structure are affected then adjacent deterioration increases. The viability of retention is time sensitive and action is required as soon as possible. The transfer of ownership may take a prolonged period of time during which the viability of the proposal may change and the costs for repair may escalate to affect viability<br><br>The building condition may deteriorate beyond repair over a period of time The building may be beyond effective restoration<br><br>The proposed layout covers a large part of the site and may need to be delivered in phases to ensure continuity of operation prolonging the delivery programme | HIGH   | HIGH       | The encapsulation and associated regular inspections will alert the Steering Group of any arising issues of deterioration and emergency repairs may be identified<br><br>Action taken to secure ownership should be commenced as a matter of urgency<br><br>Consider operational continuity in the development of all proposals |  |
| 4    | <b>FUNDING</b>                    | The non station element of the proposal may not have sufficient public funding from SAC or heritage bodies   | The cost of stabilisation, demolition and redevelopment will be high and will be far more than the value on completion of the development. The retention of the south wing may not be feasible and the scope may change  | HIGH   | HIGH       | The demand for occupation appears to exist and the proposed co working function is compatible with the station use, community function and added social value which may be deemed appropriate for public investment   |  |
| 5    | <b>HEALTH &amp; SAFETY</b>        | The deteriorating building condition impacts public safety further. The proximity of a dangerous Building to an operational public station and a live electrified rail line is a major concern and the ongoing encapsulation deals with the immediate issues | Addressing safety issues may lead to further encapsulation, rail disruption and may potentially lead to demolition<br><br>The continuing deterioration will alter this approach over time and varying responses will be required if the current state of affairs continues   | MEDIUM | HIGH       | Current encapsulation and crash deck to be maintained and regularly monitored   |  |



|    |                               |   |   |        |        |  |  |
|----|-------------------------------|---|---|--------|--------|--|--|
| 6  | <b>OPERATIONAL DEMAND</b>     | There may be insufficient demand for the Business Centre  | <p>The operational demand for the Business Centre has been identified in the first phase of the study but with many caveats around council support and general funding support. The evolving market and other factors such as covid may impact on this demand</p> <p>The Station demand is based on current usage and the temporary facilities are not a long term option</p> | MEDIUM | MEDIUM | <p>Direct briefing from an identified and interested operator will develop the proposals to suit the operational demand and should follow a robust demand assessment</p> <p>The next stage of briefing will define the station operational demand and the requirements will be defined to suit</p>   |  |
| 7  | <b>COMMITMENT TO BUILDING</b> | The new owner/ lessee will have to commit to the onerous maintenance burden of an historic building adjacent to an operational railway.   | The ownership of the building in close proximity to an operational station and electric rail line involves considerable constraints for access. The timescales for construction works and ongoing maintenance and access are severely limited and incur an associated cost premium  | MEDIUM | HIGH   | <p>The design and construction methodology is to be developed cognisant of the constraints of access</p> <p>Rear facing units may have triple glazing and limited natural ventilation to address acoustic issues and window cleaning and maintenance access strategy to be developed to avoid platform access</p> <p>Public ownership would ensure an understanding of and commitment to the onerous responsibility around maintenance and access in this location</p> |  |
| 8  | <b>COSTS</b>                  | The costs are not fully established due to lack of surveys and ongoing deterioration of building  | <p>Calculation of Costs for retained wing will be difficult to fully establish due to a range of variables – cost to buy, accumulated encapsulations costs, escalating repair costs, limited survey information. This may impact on the feasibility of retention</p> <p>Cost changes may impact on feasibility of project</p>   | MEDIUM | HIGH   | <p>Assume action taken to secure ownership arranges zero cost for building. Early surveys required to confirm status of incoming services, asbestos, condition etc to firm up project costs</p> <p>Costs will become more robust as the project detail and designs develop</p>   |  |
| 9  | <b>SURVEYS</b>                | No surveys at this stage. Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited information available on building | <p>Lack of information at the early stage of feasibility may not give accurate understanding of project viability and affect proposals at a later date</p> <p>Timescale and costs associated with surveys may delay accurate proposals</p>  | HIGH   | HIGH   | Arrange for surveys asap to develop detailed understanding of building and site  |  |
| 10 | <b>CONSENTS</b>               | Consent may not be granted for the partial demolition   | <p>Listed Building Consent will be required for partial demolition of North Wing and canopy. This requires a demonstration of a strong case to HES in line with its guidance</p> <p>Compliance with building regs may adversely impact on heritage aspects</p>  | MEDIUM | MEDIUM | This requires a detailed justification in line with national and local policy and guidance to South Ayrshire Council, HES and (if necessary) Scottish Ministers  |  |

## Option 9a New Rail Station

| ITEM | RISK                       | IMPACT  | LIKELIHOOD   | IMPACT | MITIGATION | RISK LEVEL   |  |
|------|----------------------------|---|--|--------|------------|--|--|
| 1    | <b>COVID</b>               | This is an extraordinary and overarching risk to all aspects of the project. The risks is primarily around extent and duration of restrictions associated with the pandemic         | The ongoing covid pandemic and related restrictions will have an impact on all aspects of project development  | HIGH   | HIGH       | None   |  |
| 2    | <b>OWNERSHIP</b>           | The building is not fully owned by any of the Steering Group members<br>The owner has not engaged in this process   | The Building is owned by a third party who has been thus far unwilling to engage and may not consent to sell   | HIGH   | HIGH       | Action taken to secure ownership taken to secure ownership should be commenced as a matter of urgency  |  |
| 3    | <b>PROGRAMME</b>           | The programme is not feasible to deliver<br>The scope and programme are affected by the building deterioration  | The Action taken to Secure Ownership process will be lengthy and impact on the deliverability of the scheme, all whilst accumulating cost for maintaining the current encapsulation measures. Temporary station facilities will be required for the duration of this time which may be many years  | HIGH   | HIGH       | Action taken to secure ownership should be commenced as a matter of urgency  |  |
| 4    | <b>DEFINITION OF SCOPE</b> | The project scope may not be fully agreed and defined at an early stage   | The station brief and funding is for the station only, however acquiring consent to demolish a listed building of such prominence will require detailed justification which would impact on the scope of works in terms of providing additional community and or retail facilities at the station hotel site   | MEDIUM | HIGH       | Clearly defined project requirements asap  |  |
| 5    | <b>BUDGET + FUNDING</b>    | The Budget and Funding may not align with the project aspirations   | Budget for new station may not align with the option developed, nor include for the associated demolition costs or additional elements that may be included. The proposals may have to amend over the course of design development to align with the budget  | MEDIUM | MEDIUM     | Early design development required to develop robust understanding of costs. Project Costs to be defined as soon as possible  |  |
| 6    | <b>COSTS</b>               | The costs are not fully established due to lack of surveys. The costs are not robust enough to take to the next stage   | Calculation of Costs will be difficult to fully establish due to a range of variables around the existing building and site – cost to buy, accumulated encapsulations costs, escalating repair costs, limited survey information<br><br>The costs associated with the proposals is very high level appropriate to the high level of information and have a number of caveats and assumptions | MEDIUM | HIGH       | Assume Action taken to secure ownership arranges zero cost for building. Early surveys required to confirm status of incoming services, asbestos, condition etc to firm up project costs<br><br>Costs will become more robust as the project detail and designs develop. |  |
| 7    | <b>SURVEYS</b>             | No surveys at this stage. Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited information available on building | Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited survey information available on building   | MEDIUM | MEDIUM     | Arrange for surveys asap to develop detailed understanding of building and site  |  |
| 8    | <b>CONSENTS</b>            | Consent may not be granted for the demolition   | Listed Building Consent will be required for demolition of main building and the canopy. This requires a demonstration of a strong case to HES in line with its guidance   | HIGH   | HIGH       | This requires a detailed justification in line with national and local policy and guidance to South Ayrshire Council, HES and (if necessary) Scottish Ministers  |  |

## Option 10a New Travel Interchange

| ITEM | RISK                       | IMPACT  | LIKELIHOOD  | IMPACT | MITIGATION | RISK LEVEL   |  |
|------|----------------------------|---|---|--------|------------|--|--|
| 1    | <b>COVID</b>               | This is an extraordinary and overarching risk to all aspects of the project. The risks is primarily around extent and duration of restrictions associated with the pandemic         | The ongoing covid pandemic and related restrictions will have an impact on all aspects of project development   | HIGH   | HIGH       | None   |  |
| 2    | <b>OWNERSHIP</b>           | The building is not fully owned by any of the Steering Group members<br>The owner has not engaged in this process   | The Building is owned by a third party who has been thus far unwilling to engage and may not consent to sell  | HIGH   | HIGH       | Action taken to secure ownership should be commenced as a matter of urgency  |  |
| 3    | <b>PROGRAMME</b>           | The programme is not feasible to deliver<br>The scope and programme are affected by the building deterioration  | The Action taken to Secure Ownership process will be lengthy and impact on the deliverability of the scheme, all whilst accumulating cost for maintaining the current encapsulation measures. Temporary station facilities will be required for the duration of this time which may be many years   | HIGH   | HIGH       | Action taken to secure ownership should be commenced as a matter of urgency  |  |
| 4    | <b>DEFINITION OF SCOPE</b> | The project scope may not be fully agreed and defined at an early stage   | The station brief and funding is for the station only, however acquiring consent to demolish a listed building of such prominence will require detailed justification which would impact on the scope of works in terms of providing additional community and/or retail facilities at the station hotel site. The feasibility option included for co worker offices but the Rail briefing s not supportive of this co adjacency<br><br>The option includes for travel interchange and further definition of scope will be required with further stakeholders. The current spatial test may not meet requirements as | MEDIUM | HIGH       | Clearly defined project requirements asap  |  |
| 5    | <b>BUDGET + FUNDING</b>    | The Budget and Funding may not align with the project aspirations. Multiple funding sources may be required for non station operations  | Budget for new station may not align with the option developed, nor include for the associated demolition costs or additional elements that may be included<br><br>Budget for travel interchange element will require to be defined and identified. The proposals may have to amend over the course of design development to align with the budget  | MEDIUM | MEDIUM     | Early design development required to develop robust understanding of costs. Project Costs to be defined as soon as possible  |  |
| 6    | <b>COSTS</b>               | The costs are not fully established due to lack of surveys. The costs are not robust enough to take to the next stage   | Calculation of Costs will be difficult to fully establish due to a range of variables around the existing building and site – cost to buy, accumulated encapsulations costs, escalating repair costs, limited survey information  | MEDIUM | HIGH       | Assume Action taken to secure ownership arranges zero cost for building. Early surveys required to confirm status of incoming services, asbestos, condition etc to firm up project costs                                     |  |
| 7    | <b>SURVEYS</b>             | No surveys at this stage. Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited information available on building | Proposals developed on basis of very limited desk top information. No access due to DBN and covid restrictions. Limited survey information available on building  | MEDIUM | MEDIUM     | Arrange for surveys asap to develop detailed understanding of building and site  |  |
| 8    | <b>CONSENTS</b>            | Consent may not be granted for the demolition   | Listed Building Consent will be required for demolition of main building a the canopy. This requires a demonstration of a strong case to HES in line with its guidance  | HIGH   | HIGH       | Substantial mitigation to be demonstrated in new scheme with inclusion of community facilities, improved public realm and social value<br><br>Retention and meaningful reuse of other station elements within the proposals. |  |





9.0

# SUMMARY



## 9.0 Summary

### Overall Summary

Each of the options offers a reasonable solution to the current significant issue of the derelict building which continues to be an issue of public safety and a significant cost, currently borne by public funds. Each option has a range of pros and cons. The divergence in what each option delivers is in terms of the scale of ambition to capture the opportunities that a more radical intervention in the site and the building can offer. The evaluation of each of the options against the other is a challenge as they all offer solutions to different problems.

- » Option 6a is contingent upon a new owner's financial commitment to deliver
- » Option 8a is contingent upon additional public funding but retains part of the building
- » Options 9A and 10A remove the building but create a self funded new 'fit for purpose' optimal rail station

The project remit set the criteria of economic viability at the forefront of the study. By this measure, only Options 9A and 10A meet the remit as they have an identified funding stream.

Option 6A falls outwith this evaluation as it is proposed by the potential new owner

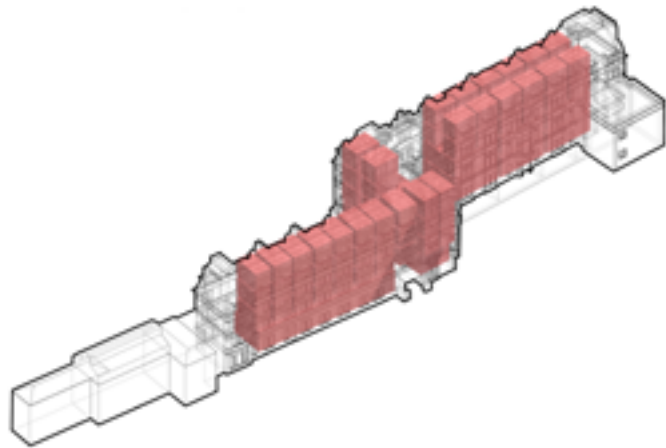
### Limits of Study

As noted throughout the study, there are some key limits to the study parameters which should be understood

- » This is a desk top study with limited survey information and site and building records
- » The proposals are a spatial test fit, with the briefing at a very high level
- » The station briefing is very high level to match basic operational understanding and is not supported with pedestrian flow analysis
- » The travel interchange brief and test fit has been developed without wider transport consultation
- » Option 6a has been developed without consultation with the owner or potential owner and has not been subject to costings, valuation on completion or evaluation against the key criteria developed in the Feasibility Study
- » Costings are high level and based on the spatial test fit plans – further assumption on costs are within the costs section
- » The rail station does not have an identified budget

## Option 6a

### Refurbished Building - Student Residences



#### Pros

- » Retains and repairs listed building
- » Contributes to economic regeneration in area

#### Cons

- » May not be a sustainable business plan, new owner may not appreciate maintenance burden of adjacency to rail station
- » May have issues with funding, sale transfer, operator lease etc
- » New owner may not commit to the required maintenance and repair obligations for the building to ensure long term safety
- » Proposed use may not be compatible with rail station proximity
- » Does not allow for expansion or substantial improvement of rail station

#### Summary

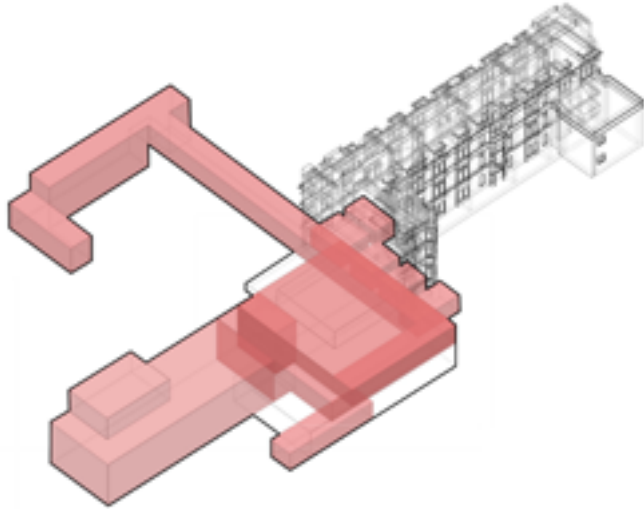
The Station Hotel owner Mr Ung, the prospective owner and the Ayr Station Hotel Community Action Group, were given the opportunity to bring forward credible proposals for an alternative option of full building retention and alternative function as student accommodation. The Strategic Governance Group offered support assisting in showing an alternative proposals as option 6a in this study, albeit with reservations and caveats that this was not an endorsed option.

This period has amounted to over 6 months since the initial options study concluded and this is in addition to the 10 years of ownership and 8 years since the first DBN was issued. In this full period, and in particular the last 6 months, there has been sufficient opportunity and encouragement for Mr Ung and associated interests to present a financially credible alternative to the options study as developed by the Strategic Governance Group and the consulting team supporting this options study.

This basic criterion of financial viability and a credible proposal for redevelopment has not been demonstrated. This option will no longer be considered.

## Option 8a

### Refurbished Building - Business Centre + New Rail Station



#### Pros

- » Retains substantial portion of listed building
- » Contributes to economic regeneration in area
- » Business Centre can offer enhanced community use and benefits
- » New rail station resolves substantial issues around accessibility
- » New rail station supports economic growth
- » Public realm opportunities
- » Placemaking is strong with retention of old building and improved setting

#### Cons

- » Action taken to secure ownership required to acquire hotel
- » Public Funding for business centre required
- » Justification and mitigation required for partial demolition may be costly or may not be accepted
- » Station layout is still not fully optimal due to retention of station hotel building south wing, this may limit Rail investment

#### Summary

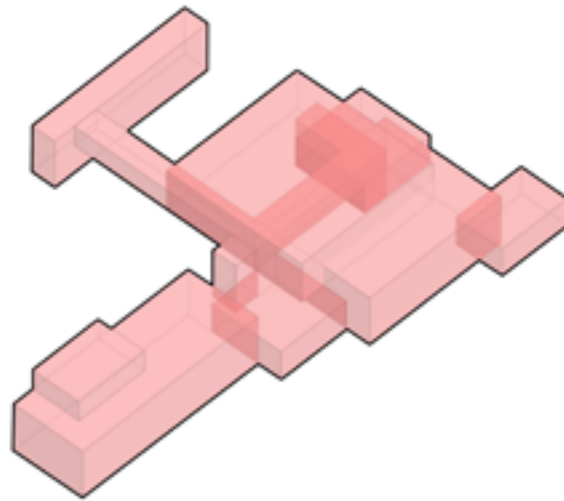
This is a proposal that can be seen to be a compromise to both aspects of the proposal – Heritage and Station operations.

The heritage aspects are neither fully retained nor the new station proposal fully optimised. The funding certainty is also compromised in terms of uncertainty and complexity around the public investment required for the retention of the Station Hotel building south wing. Whether this is viewed as a positive or negative depends upon perspective. However, if this proposal is delivered then it still represents a substantial improvement over the current situation where the Council, amongst others, is carrying the financial burden of maintaining public safety, but with none of the decision making and controls to direct a solution to these issues. This proposal would appear to deliver public.

Viewed positively, this proposal could be an exciting way to retain a key piece of Ayr town heritage whilst also delivering a significant infrastructure improvement to support the economic prosperity of Ayr and the wider area. The proposal could be a distinctive placemaking opportunity with significant community and townscape benefits.

## Option 9a

### New Rail Station



#### Pros

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- » New rail station resolves substantial issues around accessibility
- » New rail station supports economic growth
- » Optimal station layout due to removal of station hotel building
- » Public realm opportunities
- » Community benefits in rail station improvements, and community facilities in station complex
- » Public realm benefits placemaking

#### Cons

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- » Loss of significant listed building
- » Action taken to secure ownership required to acquire hotel
- » Justification and mitigation required to remove a listed building may be costly and may not be accepted

#### Summary

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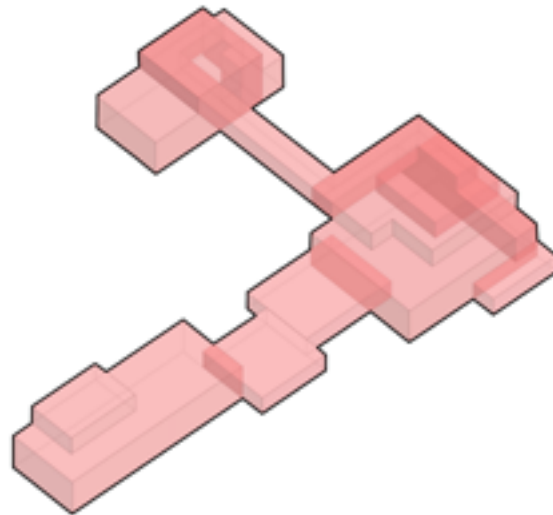
This proposal depends entirely on 2 actions outwith the control of any of the team – ownership of the station hotel building and consent to demolish a listed building. The action taken to secure ownership must be undertaken as a matter of urgency as this will be a lengthy process, with all time passing contributing to delay and additional cost associated with the encapsulation costs.

Removal of a listed building is not to be lightly undertaken and consent requires considerable and satisfactory justification and mitigation. The justification will require detailed supporting information to demonstrate that all necessary steps have been taken to avoid demolition, and this may require additional investment of effort beyond this work and the preceding Feasibility Study.

The proposed new rail station would be a considerable infrastructure investment to the local economy and would provide great community benefits in the new improved facilities and in the enhanced provision of community facilities within the station complex. The public realm opportunity, integrated multi mode travel, improved pedestrian separation, cycle provision and vehicle separation all contribute positive community benefits. Well considered public architecture of scale and function could be an appropriate replacement for the listed station hotel building. There is further opportunity to make this an exemplar of a town centre station integrated with the urban fabric and public realm in a significant placemaking design. A new station and public realm with sustainable travel and sustainable architectural design could be an exemplar of its type.

## Option 10a

### New Travel Interchange



#### Pros

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- » New rail station resolves substantial issues around accessibility
- » New rail station supports economic growth
- » Optimal station layout due to removal of station hotel building
- » Travel interchange with connections to onward travel and integrated sustainable travel
- » Potential expansion of station platforms contributing to wider area economic growth
- » Significant public realm and placemaking opportunities
- » Community benefits in rail station improvements, and community facilities in station complex

#### Cons

---

- » Loss of significant listed building
- » Action taken to secure ownership required to acquire hotel
- » Justification and mitigation required to remove a listed building may be costly and may not be accepted
- » Multiple stakeholders to contribute to interchange
- » Funding to be identified for non – rail development

#### Summary

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This proposal depends entirely on 2 actions outwith the control of any of the team – ownership of the station hotel building and consent to demolish a listed building. The action taken to secure ownership must be undertaken as a matter of urgency as this will be a lengthy process, with all time passed contributing to delay and additional cost associated with the encapsulation costs. Removal of a listed building is not to be lightly undertaken and consent requires considerable and satisfactory justification and mitigation. The justification will require detailed supporting information to demonstrate that all necessary steps have been taken to avoid demolition, and this may require additional investment of effort beyond this work and the preceding Feasibility Study.

The proposed new rail station and interchange would be a considerable infrastructure investment to the local economy and would provide great community benefits in the new improved facilities and in the enhanced provision of community facilities within the station complex. The public realm opportunity, integrated multi mode travel, improved pedestrian separation, cycle provision and vehicle separation all contribute positive urban and community benefits. The interchange of buses and taxis would require work with a range of partners to develop a suitable strategy for the site. Well considered public architecture of scale and function could be an appropriate replacement for the listed station hotel building. There is further opportunity to make this an exemplar of a town centre station integrated with the urban fabric and public realm in a significant placemaking design.

A new station and public realm with sustainable travel and sustainable architectural design could be an exemplar of its type. The interchange alongside the new station would gain considerable local support as this was frequently requested in the public consultations.



10.0

## NEXT STEPS



## 10. Next Steps

The following section 'Next Steps' was prepared at the initial reporting date of May 2021 and based upon the desktop information gathered in 2020/2021.

The condition of the building is parlous and dynamic, being subject to ongoing deterioration. Therefore the 'Next Steps' were only applicable at the time of preparation of this Report - refer to issue page for dates and the building condition over time will impact the next steps





## 10. Next Steps

The key next steps are identified primarily in terms of information gathering. This does not assume that any option is chosen over the other but is rather further information that is required to inform the decision upon which option(s) to proceed with.

All of the options have complexities of ownership and the legal aspects will have to be resolved timeously to allow the development of any of the options

### All Options

#### Surveys: Site and Building

- » Asbestos survey
- » Updated Structural survey to include intrusive investigations to foundations
- » 3D Laser survey of all buildings and structures on site
- » Utilities/ GPRS
- » GI/ SI
- » CCTV
- » Traffic / transportation
- » Security Assessment

#### Legal Matters:

- » Action required to secure ownership for existing building

### Consultation and Stakeholder Engagement Plan

- » Public and Community Groups
- » SAC, Planning, Building Standards, Economic Development, Roads and Highways Environmental Health, Accessibility
- » Fire
- » TOC
- » Network Rail and BTP
- » RAM
- » Transport Scotland
- » HES
- » Buses and Taxi operators
- » SusTrans

### Funding Identification

- » Detailed funding and demand assessment for Business Centre and non rail operations
- » Demand Assessment and pedestrian flow analysis/ STAG business case updated for transport investment

### Option Selection

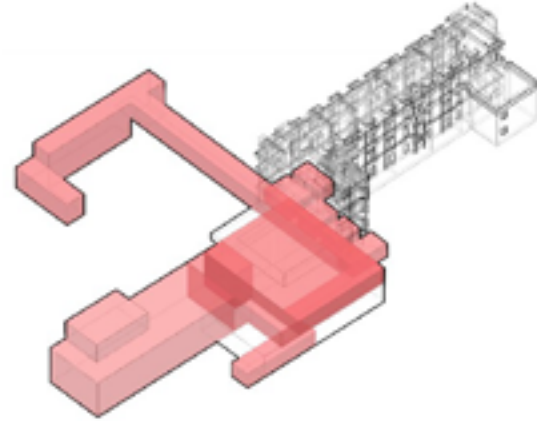
- » To be selected and confirmed by Strategic Governance Group

### Brief and Project Scope

- » To be developed with a defined Schedule of Requirements and Defined project objectives and scope

## DELIVERY 2 (OPTION 8A)

### Partial Heritage Retention Business Centre + New Rail Station



This is a potentially attractive proposal as it appears to satisfy two project requirements – Heritage and Station - and partially one other – Economic viability (station only).

#### Pros

Satisfies heritage concerns by retaining finest and best loved aspects.

Retains a significant part of the urban fabric of a declining part of town.

Substantial retention and reuse of the station hotel building.

Provision of a new fit for purpose rail station that serves the town and the wider area, contributing positively to the wider economy.

It reduces the public funding gap that is required for the retention of the partially retained hotel – compared to whole building retention - and aligns the retained volume to a scale that is more likely to find market interest to develop and maintain.

A new station and public realm with sustainable travel and sustainable architectural design could be an exemplar of its type. The interchange alongside the new station would gain considerable local support as this was frequently requested in the public consultations.

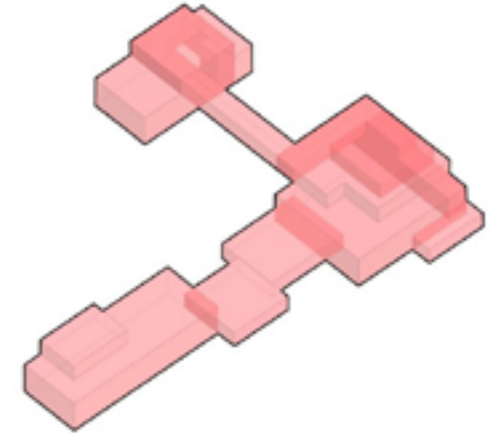
#### Cons

Public funding of the scale required is not forthcoming from SAC and the potential for additional funding from a range of sources, is limited in scale relative to the required budget.

The rail station design may entail compromise of function and potential expansion due to constraints of retained station hotel structure.

## DELIVERY 3 (OPTION 10A)

### Site Clearance Travel Interchange + Community Space



This is the Option that evolves when the Station Hotel Building is not economically viable to retain and re use. This meets two project requirements – Station and Economic Viability – but does not meet Heritage aspects

#### Pros

Provision of a new fit for purpose rail station that serves the town and the wider area, contributing positively to the wider economy.

Provision of Travel interchange, public realm, community space and potential future rail expansion providing far reaching economic benefits.

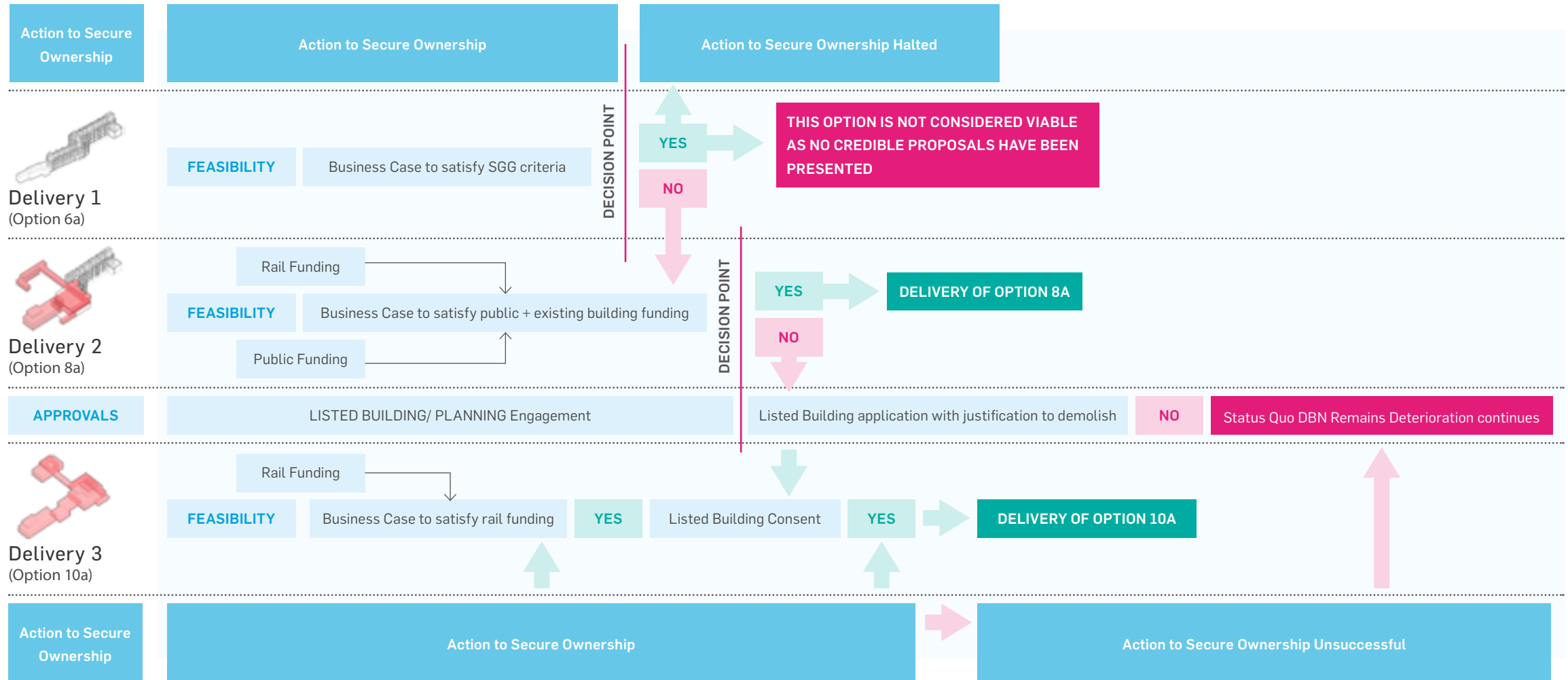
This would be a Government funded project with most funding associated with the rail station.

#### Cons

Loss of an important historic landmark building.

Challenge to gain consent for this with suitable justification. Development of heritage option is required in tandem to provide justification and evidence that the building retention is not economically feasible. If Option 8a is not found to be viable then this is the most viable option to take forward.

### Delivery Plan





## Delivery Plan

Delivery of Option 8A requires a successful Business Case demonstrating;

1. Economic viability in terms of capital cost and longterm use and maintenance.
2. Secure and sufficient funding for the retained element from SAC and supplementary heritage funding.
3. Secure funding for the rail station contingent upon the station design meeting optimal criteria in terms of design, capacity etc.

The initial study on the viability of all of these items;

1. The feasibility study has demonstrated at a high level that the retained building element is not a self funding investment. The capital costs exceed the potential investment and maintenance due to location and historic building is burdensome.
2. SAC do not have the funds available to commit to the restored hotel building nor does the available potential funding sources appear to be sufficient to make up this substantial sum.
3. The rail station funding is potentially available but the initial test fit of the new station query that the remaining space with the retained building allows for an optimal new station – more detailed study would be required.

Delivery of Option 10a requires a successful Business Case demonstrating;

1. Secure funding for the rail station and travel interchange, contingent upon the station design meeting optimal criteria in terms of design, capacity etc and the interchange receiving associated funding from SAC and a range of other public funding streams.
2. Listed Building Consent to remove the historic building.

The initial study on the viability of these items;

1. The rail station funding is potentially available and the initial test fit demonstrates that an optimal rail station appears feasible. The travel interchange would require detailed design and costings but is aligned with SAC ambitions and commitment to local improvements.
2. Listed Building Consent to demolish requires sufficient justification. The development of option 8a is a necessary step to justify removal of the building if it can be shown to not be economically viable.