

## Review Process for Town Centre Sites

Criteria/Sub Criteria	Callendar Square	High St / Cockburn St.	Bus Station / Meadow St	Comment
<b>Town Centre Impact – Cultural Elements</b>	<b>(LOH/MMcG)</b>			
Theatre, Studios, Library, café, foyer, function space				
Stimulating High Street footfall boosting local business - spend impact	1	2	3	Day and night time economy, visitors, patron footfall and employee footfall
Connectivity with Transport Infrastructure/Active Travel	1	1	3	Distance to bus, rail, taxis pedestrian routes
Safe connectivity with Parking Infrastructure	1	2	1	Distance, buses, disabled, old people, walking, parking availability and easy access, evening/late nights
Enhancing community, business pride & cohesion towards regional regeneration ie offering tourists and others a new improved facility	1	1	3	Enhanced image and attracting skills, town centre investment - location could diminish confidence and ambition. Gateway opportunity scores high.
Impact in reducing retail over-provision in Town Centre	1	1	3	More limited impact of loss of retail from bus station site to overall retail over-supply in the town
Growing/protecting Employment	2	2	2	Construction & council employment opportunities unlikely to change per location. Employment for surrounding businesses likely to be the only strengthened variable. Not as high an impact as day time / office use.
Visual impact to town centre and High Street frontage including impact on public realm & creation of a gathering space	1	1	2	Considering frontage to High Street impact & removal of dated town centre architecture to create sense of arrival
<b>Total Town Centre Impact Culture Scores</b>	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Town Centre Impact Offices</b>	<b>(LOH/MMcG)</b>			
Democratic function, Hub services, training space for events and with Partners				
Stimulating High Street footfall boosting local business - spend impact	1	1	3	Day and early evening use, flexible user patterns impacting immediate economy measuring for services & partner orgs
Connectivity with Transport Infrastructure/Active Travel	1	1	3	Distance to bus, rail, taxis pedestrian routes
Safe connectivity with Parking Infrastructure	1	2	1	Distance, buses, disabled, old people, walking, parking availability and easy access not such an issue for employees and day time town centre users and visitors
Enhancing community awareness, business presence, pride in Council facility & cohesion to local regeneration trigger and community needs	1	1	2	Enhanced image and attracting skills, town centre investment - location could diminish confidence and ambition. Gateway opportunity scores high.
Impact in reducing retail over-provision in Town Centre by creating active Council frontage	1	1	2	Limited impact of loss of retail from bus station site to overall retail over-supply in the town and slightly off main High St area
Growing/protecting Employment by embracing flexible working/service delivery	1	1	1	Construction & council employment opportunities unlikely to change per location. Employment for surrounding businesses likely to be the only strengthened variable.
Visual impact to town centre	1	1	2	Create welcoming space to encourage public to come in
<b>Total Town Centre Impact Economic/Office Scores</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Site Fit to Requirements</b>	<b>(LM/MLA/CB)</b>			
- Theatre Servicing	1	1	1	
- Fit to Site	1	1	1	All give extra flexibility and site sale potential
- Impact of New Building on High Street	1	1	2	Around what its replacing, Bus Station Frontage on to Call Riggs is acceptable/attractive, but other sites offer more in terms of town centre appeal of replacement facility
<b>Total Site Fit Scores</b>	<b>1</b>	<b>1</b>	<b>2</b>	

<b>Complexity of Site Assembly (including cost implications)</b>				<b>(LM/KR)</b>
- Site Acquisition - Costs to Acquire & Assemble	1	2	2	Compensatory payment likely to be quite high for Cockburn/High & Bus Station sites as more tenants
- Demolition & Site Preparation Costs	3	2	2	Highest costs associated with Cal Square
- Planning Zoning & CPO likelihood of success	1	3	2	CPO likely to be strongly contested on Cockburn Street option
- Site Development Costs (including holding costs)	1	2	2	Holding costs need managed carefully on all sites but Cygnet who are prepared to work with Council and accept risk
<b>Total Complexity of Site Assembly Scores</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>All sites likely to require a CPO to ensure timeously assembly &amp; acquisition</b>
<b>Cost Impact on Business Case</b>				<b>LM/PK</b>
- Ability to Access Investment Zone Monies/Net Impact to Council	1	1	1	Assumes Investment monies can be utilised for all Town Centre Sites
<b>Timescale for Delivery</b>				<b>LM/KR</b>
- Ability to have vacant possession within 12-18 months	1	3	3	Relocation Transaction easier at Callendar Square dealing with single owner/less tenants
- Ability to have demolished with 18-24 months	1	3	3	Demolition for Cal Square in 2/3 phases, for other sites will be piecemeal as sites acquired
- Ability to commence on site within 2 years	1	3	3	Likely that both Bus Station occupiers and High St/Cockburn owners would contest CPO
<b>Total Timescale Scores</b>	<b>1</b>	<b>3</b>	<b>3</b>	
<b>Risk</b>				<b>(LM/KR)</b>
- Overall Project Risk	1	3	3	See Confidential Background paper
<b>OVERALL SCORES/RANKING</b>	<b>1</b>	<b>2</b>	<b>3</b>	

1 = Best, 3= Worst, Green = Most Positive, Red = Least Positive

Criteria Summary	Callendar Square	High St /Cockburn St.	Bus Station	Comment
Town Centre Impact (Culture/Office)	1	2	3	Scores highlight impact on town centre change
Site Fit to our Requirements	1	1	2	Scores offer flexibility for design
Complexity of site assembly	2	3	2	Scores for ease of site assembly
Cost Impact on Business Case	1	1	1	Cost and Impact of Securing IZ monies
Risk	1	3	3	Risks across site assembly
Timescale for Delivery	1	3	3	Timescale to gain vacant possession and be able to deliver development to key milestones
Total	1	2	3	

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