

Project Name	Ardriashaig-Lochgilphead Cycling Link		Marine Tourism Facilities		Art and Cultural Facilities		Lochgilphead Front Green		Argyll Street	
Project Location	Lochgilphead & Ardrishaig		Ardriashaig		Lochgilphead		Lochgilphead		Lochgilphead	
Project Ref	LA01		LA06		LA07		LA10		LA11	
Project Description	Extend cycle and pedestrian path from Crinan Canal to Lochgilphead Joint Campus and to Pier Square in Ardrishaig		Develop enhanced marine facilities to accommodate leisure craft such as step ashore pontoons, consideration of existing timber operations required		Proposals for an Arts and Cultural Centre to house Richard De Marco's Argyll Collection together with other facilities but arts and cultural facilities could alternatively be combined within a number of venues some already existing		Improvements to Front Green to provide improved play and seating areas, improvement or replacement of toilet building and drainage/flood defence improvements		Public realm improvements to pavements and parking areas	
Project Partners	ABC, SC		ABC, SC		DAC, ABC		ABC, LCC, LPP		ABC	
Lead Delivery Partner	ABC		Scottish Canals		Dalriada Art and Culture		ABC		ABC	
If 3rd party lead, checks on organisation undertaken	N/A		Scottish Canals is a public body		DAC are a registered charity and have some experience of delivering event based activities, no formal checks		N/A		N/A	
Support for Council Policy (Impact)										
Overall SOA objective	Knock on benefits could support this objective		1 Knock on benefits could support this objective		1 Knock on benefits could support this objective		1 Knock on benefits could support this objective		1 Knock on benefits could support this objective	
1. The economy is diverse and thriving	Knock on benefits could support this objective		1 Additional marine facilities could help to diversify the local economy and provide additional opportunities		1 Additional cultural facilities could help to develop the creative industries sector of the local economy and provide additional opportunities		1 Knock on benefits could support this objective		1 Knock on benefits could support this objective	
2. We have infrastructure that supports sustainable growth	Improvement in infrastructure		1 New marine infrastructure provided		1 Depending upon community involvement new community infrastructure could be provided		1 Improved public realm		1 Improved public realm	
3. Education, skills and training maximises opportunities for all	0		0		0 Potential to incorporate some educational activities		0		0	
Is the project in the MAKI EDAP?	2 Improve cycling network across Argyll and Bute		2 Regenerate the main towns of Ardrishaig (including the Crinan Canal) and Lochgilphead.		2 Regenerate the main towns of Ardrishaig (including the Crinan Canal) and Lochgilphead - Delivery of Dalriada Arts and Culture project		2 Regenerate the main towns of Ardrishaig (including t		2 Regenerate the main towns of Ardrishaig (including t	
Does the proposal support delivery of the LDP?	0		0		0		0 AFA12/1		0 AFA12/1	
Other Council priorities or actions?	0		0		0 Would support vision of Strategic Action Plan for Culture, Heritage and Arts in Argyll and Bute but does not detail projects		0		0	
Economic/Social Benefits (Impact)										
SMART outcomes expected from Project:	Improved walking and cycling link Opportunities for active travel. Improved links between communities with potential links beyond Joint Campus and into Kilmory Woodland Park		3 Provision of boat berths - no. to be determined Potential increase in visitor numbers Opening up of Ardrishaig Waterfront Potential for improved access to shore for existing water sport clubs		4 Assuming a centre based on Dalriada Arts and Culture Proposals: Exhibition space - lead exhibition Demarco Argyll Collection Learning facilities Art studio space Restaurant/café Auditorium Commercial office space Landmark building Increased visitor numbers		8 LDP - AFA12/1 Dependent upon design: Improved play facilities Improved walking and cycling facilities Opportunity to improve drainage Possible flood mitigation measures Potential café/commercial opportunity Opportunities to improve/make more sustainable toilet provision Potential to increase visitor numbers		8 LDP - AFA12/1 Improved public realm Additional seating areas Enhanced cycling facilities	
Addresses market failure:	2 This infrastructure project would not be addressed by the private sector and match funding is required to access Sustrans support		2 It is not expected that the private sector would invest in these facilities although grant funding may support such a project		1 DAC have advised that Council funding is not a necessity for this project to proceed however we would expect grant funding would be used		0 Support through the TLRF are expected to be required to deliver improvements		2 Support through the TLRF are expected to be required to deliver improvements	
Environmental regeneration	1 Potential small-scale improvements associated with new infrastructure		1 Potential small-scale improvements associated with new infrastructure		1 Whilst new design of new building could ensure this was attractive if Baddens site is used loss of greenfield site		0 Potential for improvements to this area		1 Potential for significant improvements to streetscape	
Supporting jobs	2 Could support local jobs during works and indirectly should additional cycling services be required		2 If additional marine services are provided additional jobs could be created		3 Could create additional jobs		3 Could create additional employment if commercial activities are incorporated into design		3 Could support jobs in local businesses if it encourages people to visit the town	
Possible negative impacts:	0 None expected		0 Potential conflicts between additional marine facilities and existing timber export although additional timber export is being developed within Mid Argyll		-1 Potential to impact on existing community facilities if use is displaced to a new venue		-2 None expected		0 Some disruption to businesses whilst works are undertaken	
IMPACT SCORE	13		13		15		20		16	
Affordability										
Unavoidable cost to council of doing nothing	£0 0		£0 0		£0 0		Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs		Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs	
Estimated Project Cost	Estimate assuming simple bridge used to cross A83 and Cuiarstich Burn and possible cantilevered route around bay, including 15% fees - £2,000,000		Estimate based on expected costs for Oban marine facilities with addition for inflation, surveys required to confirm - £4,000,000		Details of building not known at this stage but based on sketch layout we are assuming that floor space is approximately 8,000m2. Based on a build cost of £2,500 (which compares with expected new build costs for Kilmartin Museum redevelopment) it could cost in the region of £20 million to construct		Estimated costs assuming improved landscaping, replacement play facilities, relocation/refurbishment of toilet block and drainage works plus fees - £1.8m. Small allowance for sea defences included but would need to be confirmed, SNH indicative figures for seawalls are £2,000-£5,000 per m which could indicate a cost of £2.5m if full length of Front Green was protected.		Assuming new surfacing, bike racks, bollards, planters, trees and seating provided - £1.35m	
Estimated contribution from TLRF	Assuming 50% - £1m		3 We have assumed that the regeneration fund would have to fund at least 65% of the costs - £2.6m		0 Not confirmed but the Regeneration Fund would probably have to make a significant contribution to start to progress a project of this scale, we have assumed that at least £1.5m would be required but in reality much more would be beneficial		0 Assume 90% of costs to be borne by fund - £1.62m		0 Assuming £850,000 cost borne by Council	
Potential contributions from Private Sector	0 None		0 It is not expected that the private sector will invest in this infrastructure although Scottish Canals may be able to make some investment, it is assumed that this could be up to 10%		1 None indicated at present but requirement for substantial donations		0 None expected		0 None expected, although private sector improvements to shop frontages would enhance the project	
Potential contribution from other funders	5 Sustrans up to 50% funding		5 Funding may be available from funds such as Coastal Communities Fund or Regeneration Capital Grant Fund but further investigation is required. We have assumed that up to 25% could come from these sources		3 Sources of funding would need to be found but without current funding climate it would be extremely difficult to secure sufficient grant funding		0 It is assumed that some funding could be attracted if community groups are involved with replacement of play facilities etc. Assume up to 10% could be attracted		1 Sustrans up to 50% funding for traffic calming works	
Revenue implications	0 Some maintenance obligations expected		4 If facility was stand alone maintenance costs could be in the region of £15,000 - £20,000 per annum. Assuming project is developed with Scottish Canals as the owner/operator no revenue costs expected for the Council		4 Assuming owned and operated by a 3rd party no revenue costs for Council		4 Existing maintenance costs associated with the site would continue but would hope to design so that no additional costs would be incurred.		4 Existing maintenance costs associated with the site would continue but would hope to design so that no additional costs would be incurred.	
AFFORDABILITY SCORE	8		8		4		8		16	
Deliverability										
Deliverable by 2020?	5 Yes - delivery of at least parts expected to be possible by 2020		5 Typical timescale to develop proposals - 24 months development. Construction dependant upon requirements. Some concerns about delivery by 2020.		3 Business plans to be developed during 2017. Given the scale the proposal and the need to secure significant amounts of external funding we do not believe it can be delivered by 2020. By way of an example the Kilmartin Redevelopment is likely to have an 8-9 year development and construction time.		0 Yes - delivery of at least parts of the proposals expected to be possible by 2020		5 Yes - delivery expected to be possible by 2020	
Business plan developed?	1 Feasibility works for cycling and walking in Lochgilphead and Ardrishaig being undertaken		0 No		0 No		0 No		0 No	
Consents in place?	0 None		0 None		0 None		0 Advertising consent for noticeboard		1 None	
Land ownership	3 Predominantly Council and Scottish Canals who are promoting link but further investigative works required for some elements of link		3 Scottish Canals		3 Indicative support from landowner		1 Council owned		3 Majority expected to be within Council control but also impact on trunk road	
Funding in place?	0 None		0 None		0 None		0 Some funding identified for noticeboard		1 None	
Technical concerns	2 Issues associated with crossing the A83 in the vicinity of the Corran and also from the Front Green to High School, further feasibility works required		2 Significant work required to understand seabed and tidal conditions and subsequent construction methods and costs. Once established annual dredging may be required which could impact on viability.		1 Issues regarding flooding and ground conditions would need to be addressed.		1 Further investigation required to understand what would be required to resolve flooding/drainage issues if this is to be part of proposals. Any redesign of this space to accommodate existing Scottish Water infrastructure		2 Discussions required with Transport Scotland regarding treatment to the trunk road section	
Conflicts with other ongoing projects?	2 Not expected to conflict with other ongoing or proposed projects		2 Potential conflict with existing timber operations.		1 Potential conflict with existing smaller scale and community arts and cultural facilities existing within the area which could impact on their viability as well proposed facilities		0 Not expected to conflict with other ongoing or proposed projects		2 Not expected to conflict with other ongoing or proposed projects	
Community support?	3 CCC LCC MAI		3 CCC MAI		2 CCC DAC MAI LCC		4 CCC LPP LCC MAI		4 CCC LCC	
DELIVERABILITY SCORE	16		10		6		19		15	
Risks										
Potential Risks	-11 Potential risks relate to identifying a technical solution to deliver the link. Support would be required from Transport Scotland Cycle routes have been developed by the Council and so we have experience of delivering this type of project.		-19 There are significant unknowns surrounding ground conditions and sea conditions which could impact on the construction methods and therefore the expected costs for the project - attenuation in the form of additional breakwaters or similar are likely to be required and costs can vary greatly. Work would be required to establish the level of demand for additional marine facilities. The Council do not own this area of land Scottish Canals would need to lead the project and operate the new facilities. If dredging is required this could add to annual maintenance costs although maintenance costs could be minimised if incorporated into Scottish Canals existing maintenance regime. Full benefits from project would only be achieved if		-19 Additional work required to confirm costs of project. Large scale funding package required from multiple funding organisations and private individuals none of which have been confirmed yet. No research undertaken regarding demand for proposed uses and financial sustainability of proposal. Lead organisation has not delivered project of this type or scale previously, likely to require support to deliver project. Indicative support from land owner but proposal is not currently in accordance with LDP. Technical issues associated with the site still to be addressed.		-24 Potential risks relating to achieving the desired change within the costs expected. The Council has experience dealing with proposals to improve public open space areas		-7 Potential risks relating to achieving the desired change within the costs expected. Possible conflicts with trunk road activities and existing businesses, further investigation required. The Council has experience dealing with proposals to improve public realm. Full benefits from project would only be achieved if other complementary projects such as LA10 are also delivered.	
RISK SCORE	-11		-19		-19		-24		-7	
SCORE	26		12		1		40		38	

Project Name	Lochgilhead Back Lanes	Ardrihaig North Public Realm Improvements	Chalmers Street Shops and Flats	Ardrihaig South Public Improvements	Gleaner Oil Site	
Project Location	Lochgilhead	Ardrihaig	Ardrihaig	Ardrihaig	Ardrihaig	
Project Ref	LA12	LA13	LA15	LA16	LA17	
Project Description	Improvements to the Back Lanes area to provide an enhanced environment	Improvements to waterfront, car park, road crossing and link to Canal	Improve appearance of these buildings and incorporate energy efficiency measures	Improvements to Pier Square, Scottish Canals Works and Yard and The Stances	Redevelopment of vacant former oil site for mixed uses. Phase 1 - craft, food and drink. Phase 2 - uses could include residential and/or indoor recreation	
Project Partners	ABC	ABC, ACT, Public Halls Committee	ABC, ACHA, private owners	ABC, SC	ABC, SC	
Lead Delivery Partner	ABC	ABC	ABC	Scottish Canals	Scottish Canals	
If 3rd party lead, checks on organisation undertaken	N/A	N/A	N/A	Scottish Canals is a public body	Scottish Canals is a public body	
Support for Council Policy (Impact)						
Overall SOA objective	Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Site could enable additional housing and an increasing population	2
1. The economy is diverse and thriving	Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Additional workspace could support the creative industries sector and provide additional opportunities	1
2. We have infrastructure that supports sustainable growth	Improved public realm	1 Improved public realm	1 Improvements to housing infrastructure	1 Improved public realm	1 Improved public realm and also opportunity to provide housing and community infrastructure	1
3. Education, skills and training maximises opportunities for all		0	0	0	0	0
Is the project in the MAKI EDAP?	Regenerate the main towns of Ardrishaig (including t	2 Regenerate the main towns of Ardrishaig (including t	2 Regenerate the main towns of Ardrishaig (including t	2 Regenerate the main towns of Ardrishaig (including t	2 Regenerate the main towns of Ardrishaig (including t	2
Does the proposal support delivery of the LDP?	AFA 12/1	1 AFA12/5	1 AFA12/5	1 AFA12/5	1 AFA12/5	1
Other Council priorities or actions?	0	0	0 Support delivery of energy efficiency measures	1	0	0
Economic/Social Benefits (Impact)						
SMART outcomes expected from Project:	LDP - AFA12/1 Improved public realm Potential to create additional employment space	LDP - AFA12/5 Improved public realm Additional seating areas Improved walking and cycling links	AFA12/5 Improved public realm 5 Energy efficiency improvements	AFA12/5 Improved public realm 3 Improved walking and cycling links	LDP - AFA12/5 Removal of disused infrastructure Remediation of contaminated site Additional employment space Potential to provide town centre housing Opening up of waterfront Environmental improvements Potential to increase visitor numbers	8
Addresses market failure:	It is not expected that private sector investment would provide this improvement	2 Support through the TLRP are expected to be required to deliver improvements	2 Grant funding may be available to deliver this project	1 Support through the TLRP are expected to be required to deliver improvements	2 The private sector would not deliver redevelopment of this site	2
Environmental regeneration	Potential for significant improvements to streetscape	2 Potential for improvements to this area	1 Potential for improvements to this area	1 Potential for improvements to this area	1 Significant improvements to vacant and derelict site	3
Supporting jobs	Could support jobs in local businesses if it encourages people to visit the town	2 Could support jobs in local businesses if it encourages people to visit the town	2 Could support jobs during the works	1 Could support jobs in local businesses if it encourages people to visit the town	2 Could support additional jobs onsite	3
Possible negative impacts:	Some disruption to businesses whilst works are undertaken	-1 Some disruption to parking areas whilst works are undertaken	-1 Some disruption to building users whilst works are undertaken	-1 Some disruption to businesses whilst works are undertaken	-1 None expected	0
IMPACT SCORE	14	15	12	14	23	
Affordability						
Unavoidable cost to council of doing nothing	Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs	2 Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs	3 Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs	1 Existing maintenance costs associated with the site would continue even if project not progressed, opportunity to look for opportunities to reduce revenue costs	3	£0 0
Estimated Project Cost	Assuming new surfacing, boundary treatment, screening and lighting including estimate for fees. Estimate does not include any infill of gap sites. £1.75m	Assuming resurfacing of areas outside of hall, improvements to waterfront and car parking areas, shared surface and pedestrian crossing across A83 and screening of back of Chalmers Street shops plus estimate of fees. £1.2m	Estimate provided by Charrette consultants assuming external insulation to all elevations approx. £450,000, these would need to be checked. Additional costs of £530,000 estimated to extend ground floor shops out to line of residential units.	Assuming shared surfaces and traffic calming in Pier Square and surrounding area including an estimate for fees - £1.3m	Phase 1 budget estimate approximately £1.2 including fees. Phase 2 uses are still to be determined but could be in the region of £5m	
Estimated contribution from TLRP Fund	Assuming 100% of costs require to be borne by Fund	0 Assume fund will contribute at least 90% of total costs - £1.08m	3 Assuming external insulation only (not work to shops) and contribution from HEPS: ABS - £385,000	1 Assume that the fund would contribute around 90% of total costs - £1.17m	3 Phase 1 - £100,000 requested Phase 2 - still to be confirmed but assume a contribution of a similar proportion to Phase 1. For the purpose of assessment have assumed maximum contribution of £500,000 would be requested.	
Potential contributions from Private Sector	None expected	0 None expected	0 Some minor contribution from owners might be forthcoming	1 Assume a small amount of funding would be made available by Scottish Canals for Pier Square improvements	1 £100,000 contribution from Scottish Canals expected in phase 1. Assuming similar level of funding provided for phase 2 and scoring based on a contribution up to 10%	
Potential contribution from other funders	Assuming no contribution to public realm works	0 Assume that some minor elements of work which encourage cycle use might be supported by Sustrans, assume up to 10% of total project costs	1 HEPS: ABS could contribute approximately £6,500 per residential property - £65,000	2 Assume that some minor elements of work which encourage cycle use might be supported by Sustrans, assume up to 10% of total project costs	1 Phase 1 - Application made to RCGF for £550,000, successful at stage 1 with further stage 2 application being prepared. Other potential funders include CCF and Sustrans. Phase 2 - more work required to confirm funders. Assume that around 50% of funding will come from other sources.	
Revenue implications	Existing maintenance costs associated with the site would continue but would hope to design so that no additional costs would be incurred.	4 Existing maintenance costs associated with the site would continue but would hope to design so that no additional costs would be incurred.	4 Energy efficiency measures could reduce running costs of those parts of the buildings which are still under Council control	5 Existing maintenance costs associated with the site would continue but would hope to design so that no additional costs would be incurred.	4 None expected, Scottish Canals to maintain site	4
AFFORDABILITY SCORE	6	11	10	12	13	
Deliverability						
Deliverable by 2020?	Yes - delivery expected to be possible for public realm element by 2020	5 Yes - delivery of at least parts of proposal expected to be possible by 2020	5 Experience dealing with multiple owners and an understanding that this has been considered in the past but not progressed casts some doubts over deliverability although technically works should be able to be completed by 2020	4 Yes - delivery of at least parts of project expected to be possible by 2020	5 Initial phase is expected to be delivered before 2020 but full site redevelopment may extend beyond 2020	3
Business plan developed?	No	0 No	0 No	0 No	0 Initial feasibility investigations into site undertaken, further works still required	1
Consents in place?	None	0 None	0 None	0 None	0 None	0
Land ownership	Majority of footpath/roadway expected within Council ownership but gap sites would be in private ownership	2 Majority expected to be within Council control	4 Would require support from numerous owners	0 Scottish Canals	3 Scottish Canals	3
Funding in place?	None	0 None	0 None	0 None	0 Application made to RCGF for phase 1 works	1
Technical concerns	No concerns at this stage	4 Discussions required with Transport Scotland regarding treatment to the trunk road section	3 No concerns at this stage	4 Discussions required with Transport Scotland regarding treatment to the trunk road section	3 Issues associated with flooding and contamination to be investigated and resolved	0
Conflicts with other ongoing projects?	Not expected to conflict with other ongoing or proposed projects	2 Not expected to conflict with other ongoing or proposed projects	2 Not expected to conflict with other ongoing or proposed projects	2 Not expected to conflict with other ongoing or proposed projects	2 Not expected to conflict with other ongoing or proposed projects	2
Community support?	CCC LCC	2 CCC MAI	2 CCC	1 CCC	1 CCC ACT ACC MAI	4
DELIVERABILITY SCORE	15	16	11	14	14	
Risks						
Potential Risks	Whilst the Council could make improvements to the footways and roadways without support and corresponding improvements to surrounding land and buildings the benefits will not be fully realised. Possible conflicts with trunk road activities and existing businesses, further investigation required. The Council has experience dealing with proposals to improve public realm. Full benefits from project would only be achieved if other complementary projects such as LA10 and LA11 are also delivered.	-11 Potential risks relating to whether arrangements can be accommodated for crossing the trunk road. Full benefits from project would also only be achieved if other complementary projects such as LA15 and LA26 are also delivered. The Council has experience dealing with proposals to improve public open space areas	-11 Whilst the process of externally insulating these premises should not pose significant risks the number of owners associated with this project does increase the risk associated with delivery.	-10 Potential risks relating to whether arrangements can be accommodated for crossing the trunk road. Full benefits from project would also only be achieved if other complementary projects such as LA17 and LA19 are also delivered. The Council has experience dealing with proposals to improve public open space areas	-11 Risks associated with addressing potential contamination issues and flooding. Final uses have not yet been confirmed so would offer an opportunity to mitigate concerns. Work also required to confirm viable use for wider site. Scottish Canals have experience in obtaining funding and delivering large scale projects.	-18
RISK SCORE	-11	-11	-11	-10	-11	
SCORE	24	31	23	29	32	

Project Name	Bridge House Hotel	MAC Pool redevelopment	7,000 Oaks	Ardrishaig Public Halls	Reuse empty spaces
Project Location	Ardrishaig	Lochgilthead	Argyll	Ardrishaig	Lochgilthead
Project Ref	LA19	LA20	LA25	LA26	LA29
Project Description	Refurbishment of former hotel to provide self-catering accommodation and community facilities	Extension of swimming pool to offer a wider range of leisure and sport activities and act as a hub for indoor activities in Mid Argyll.	Proposal to create 7 community woodlands recreating Joseph Beuyes 7,000 oaks art installation	Refurbishment of Public Hall and North Hall, with a focus on the Public Hall becoming fit for purpose as the principal performance venue for Mid Argyll	Use empty commercial space for pop-up shops and start up space
Project Partners	ABC, SC, ACT	MAC Pool, ABC	Dalriada Art & Culture, Forestry Commission Scotland	Ardrishaig Public Halls Committee, ACT	Lochgilthead Community Council and building owners
Lead Delivery Partner	Scottish Canals	MAC Pool	DAC	Ardrishaig Public Halls Committee	LCC
If 3rd party lead, checks on organisation undertaken	Scottish Canals is a public body	MAC Pool are a registered charity and constituted company	DAC are a registered charity and have some experience of delivering event based activities, no formal checks	Checks would need to be undertaken	Would need to confirm whether LCC could lead the project under existing constitution or whether a delivery body
Support for Council Policy (Impact)					
Overall SOA objective	Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective
1. The economy is diverse and thriving	Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Knock on benefits could support this objective	1 Pop up units could develop into new businesses
2. We have infrastructure that supports sustainable growth	Potential community infrastructure	1 Potential community infrastructure	1	0 Improved community infrastructure	1 Improved business infrastructure
3. Education, skills and training maximises opportunities for all		0	0	0	0
Is the project in the MAKI EDAP?	Regenerate the main towns of Ardrishaig (including t	2	0	0 Regenerate the main towns of Ardrishaig (including t	2 Regenerate the main towns of Ardrishaig (including t
Does the proposal support delivery of the LDP?	0	0	0	0 AFA12/5	1 AFA12/1
Other Council priorities or actions?	0	0	0 Would support W1: Native woodland expansion of The Argyll and Bute Local Biodiversity Action Plan 2010 - 2015	1	0
Economic/Social Benefits (Impact)					
SMART outcomes expected from Project:	Refurbishment of vacant building Visitor accommodation Community facilities Environmental improvements Potential to increase visitor numbers	5 Potential to increase visitor numbers	4 Beuyes link attracts people from outside the area	4 Improved public realm outside of halls	4 Potential to create additional employment space
Addresses market failure:	The private sector is not expected to deliver this project and indications are that TLRP may be required	1 Grant funding may be available to deliver this project	1 Grant funding may be available to deliver this project	1 Grant funding may be available to deliver this project	1 This could be delivered without the use of the Regeneration Fund
Environmental regeneration	Significant improvements to vacant and derelict site	3	0 Environmental improvements will depend upon sites chosen	1 Potential for improvements to this area	1 Potential for improvements to this area
Supporting jobs	Not expected to create direct additional jobs but could support other jobs in the town through additional visitors staying in the area	2 Could create jobs through the construction works and ongoing activities	3 Could indirectly support jobs through additional visitors to the area	2 Could support jobs during the refurbishment phase	1 Could support new businesses
Possible negative impacts:	May duplicate/compete with existing businesses within Ardrishaig which could affect their sustainability	-2 None expected	0 None expected	0 None expected	0 May duplicate/compete with existing businesses within Lochgilthead which could affect their sustainability
IMPACT SCORE		14	11	11	13
Affordability					
Unavoidable cost to council of doing nothing	£0 0	£0 0	£0 0	£0 0	£0 0
Estimated Project Cost	Scottish Canals estimate cost at £500,000	Costs are expected to be in the region of £750,000 and £1 million depending on the specification for the redevelopment.	Assuming costs of £3 per tree (based on Forestry Commission England standard costs for Tree + 1.2m tube + treated softwood stake & labour) and £20 per basalt column plus 25% additional costs associated with preparing site, interpretation etc. - approx. £200,000. This could vary significantly depending on the sites chosen.	Indicative cost for North Hall expected to be in the region of £300,000, costs for the Public Hall based on previous proposals would be in the region of £2m although a smaller project is now being considered. Due to uncertainty surrounding proposals at this stage we will assume a total cost of £1.5m for the combine projects	It is difficult to estimate costs without knowing which buildings might come forward. Average costs for fitting out a retail unit are estimated by www.costmodelling.com as in the region of £596 - £750/m2. Assuming £650/m2 and 200m2 being fitted out this could cost in the region of £130,000
Estimated contribution from TLRP	Scottish Canals indicate a shortfall of £300,000	1 Assume up to £400,000 from Regeneration Fund.	1 Cost of project is estimated to be less than £500,000	1 Assume that a contribution of up to £375,000	1 Cost of project is estimated to be less than £500,000
Potential contributions from Private Sector	Scottish Canals contribution £200,000	4 Assume some contribution from MAC Pool funds	1 Assumed no private funding will be provided	0 Assumed no private funding will be provided	0 Some contributions for end users might be available
Potential contribution from other funders	None expected	0 Sport Scotland Sports Facilities Fund - up to £500,000 up to a maximum 50%	5 Assume up to 25% of funding is available from other sources but further investigation required	3 Funding may be available from funds such as The Big Lottery but further investigation is required. We have assumed that up to 75% would come from these sources	5 Further investigation required but assume that a small amount of funding could be accessed
Revenue implications	None expected, Scottish Canals to maintain site	4 None expected, MAC pool would hope to utilise additional facilities to enhance sustainability of operation	4 None expected	4 None expected	4 None expected
AFFORDABILITY SCORE		9	11	8	10
Deliverability					
Deliverable by 2020?	Yes - delivery expected to be possible by 2020	5 Yes - delivery expected to be possible by 2020	5 Yes - delivery expected to be possible by 2020	5 Yes - delivery expected to be possible by 2020	5 Yes - delivery expected to be possible by 2020
Business plan developed?	Initial business plan developed	1 Initial feasibility and design works underway	1 No	0 Some work undertaken in relation to larger scale proposals but not yet completed for scaled down proposals.	0 No
Consents in place?	None	0 None	0 None	0 Planning consent for minor works to North Hall	1 None
Land ownership	Scottish Canals	3 Requires consent from freeholder, no formal agreement in place	1 Indicative support from owner	1 Public Hall ownership being transferred to ACT who are promoting, they own North Hall	3 No indication of owner support
Funding in place?	None	0 None	0 None	0 None	0 None
Technical concerns	No concerns at this stage	4 No concerns at this stage	4 No concerns at this stage	4 No concerns at this stage	4 No concerns at this stage
Conflicts with other ongoing projects?	Potential conflict with existing businesses and community aspect could displace use from existing community facilities which could impact viability	1 Some potential to displace use from existing facilities depending upon final proposals	1 Not expected to conflict with other ongoing or proposed projects	2 Potential conflict with proposed arts and cultural centre although these are existing facilities which would remain even if improvements aren't made	1 Not expected to conflict with other ongoing or proposed projects
Community support?	CCC	1 LCC	4 DAC	1 ACC 1 ACT	2 LCC
DELIVERABILITY SCORE		15	16	13	16
Risks					
Potential Risks	Potential risks associated with the condition of the building and suitability for conversion, further investigation required. Model of commercial and community activity untested but could bring mutual benefits. Scottish Canals have experience in delivering largescale projects.	-10 Works ongoing to confirm additional facilities and how they can be accommodated on the existing site. Demand for additional facilities untested although it is hoped that commercial activities can build sustainability of MAC Pool. Works are likely to impact operation of swimming pool during construction. Lead organisations may require support to deliver project.	-12 Final sites not yet identified although in principle support indicated from Forestry Commission. No detail of how ongoing maintenance costs are to be provided.	-7 Proposals drawn up but initial applications for funding not successful, this raises some concerns about attracting match funding. Lead organisations may require support to deliver project. Supporting refurbishment of the Halls could lead to expectation that the Council will support similar proposals at other community halls	-11 Very few details of proposals currently available. Landowner consent required to deliver project. No clear indication of lead delivery organisation for this project.
RISK SCORE		-10	-12	-7	-11
SCORE		28	26	25	28