

NORTH LANARKSHIRE COUNCIL

SUBJECT REPORT

To: PLANNING AND TRANSPORTATION COMMITTEE		Subject: Glenboig/Gartcosh Community Growth Area – Council Policy to Ensure the Delivery of Strategic Transportation Mitigation Measures
From: HEAD OF PLANNING AND REGENERATION		
Date: 10 June 2015	Ref:	

1. Purpose of Report

- 1.1 To seek approval for a policy which will ensure the timely delivery of strategic transportation mitigation measures which are required as part of the Gartcosh/Glenboig Community Growth Area.

2. Background & Considerations

- 2.1 In line with the Glasgow and Clyde Valley Joint Structure Plan 2006 (and subsequently the Glasgow and the Clyde Valley Strategic Development Plan 2011) the North Lanarkshire Local Plan has identified a Community Growth Area (CGA) in Glenboig and Gartcosh with an indicative capacity of 3000 houses. To ensure the proper planning of the CGA, the Council has also approved the following:
 - a. Concept Statement (2010)
 - b. Strategic Development Framework (2014)
 - c. strategic transportation mitigation measures (January 2015)
- 2.2 Members should be aware that further detailed changes to the strategic transportation mitigation measures are proposed and these are the basis of a separate report within this agenda. A list of the proposed mitigation measures (as updated) is contained within appendix 1 of this report.
- 2.3 Whilst it would be for individual developers (through their planning applications) to implement access solutions within their own sites, there has been no agreement on the delivery mechanism for the *strategic transportation mitigation measures* and this report seeks to resolve that matter. There are many parties with an interest in developing the CGA but they have not presented themselves as a single consortium and they have not presented the council with a single planning application for the entire CGA. For these reasons there is no known acceptable solution which would place responsibility for delivery of the mitigation measures onto the developers.

- 2.4 It is important that any delivery mechanism is fair and proportionate, is resistant to challenge by developers, will provide sufficient guarantees that the necessary works will be carried out in a timely fashion and at the same time will not place an unacceptably large burden on interested parties.

3. Proposed Delivery Policy

- 3.1 In order to address the concerns and constraints noted above, it is proposed that the council should adopt a policy on the delivery of strategic transportation measures within the Gartcosh & Glenboig CGA as follows:

- **Responsibility for Implementing Works**

It is proposed that the Council takes responsibility for the procurement, design and implementation of the strategic transportation mitigation measures. Options which require developers to take on this role have been considered but given the scale, nature and timescale of the works combined with the long list of potential developers who have an interest in the CGA, it has been concluded that only the council could give suitable guarantees that the necessary works will be implemented in a timely fashion.

- **Extent of Works**

The extent of the works to be carried out are the strategic transportation and sustainability measures as listed within appendix 1.

- **Responsibility for Payment**

Developers will be responsible for all costs associated with the implementation of the works. At present, a global cost of the works is not yet known. This figure would be established by the council in the coming months in consultation with developers. Once this figure is known, developers would be liable to pay the council (for each house) a contribution equivalent to the total cost of the works divided by 3000, to be paid on completion of each housing unit. On completion of the 3000th house, the policy would seek to ensure that the full costs of the council in implementing the works would be covered. The extent of the costs would take account of the following:

- Procurement
- Design
- Implementation
- Land acquisition
- Construction
- Consents (e.g. Roads Construction Consents)
- Project management and monitoring of works
- Mitigation works associated with the roads construction (in particular those works in and around the local nature reserve)
- Service Diversion

- **Phasing of Works**

The agreed strategic transportation mitigation measures will need to be implemented on a phased basis to ensure that they adequately mitigate the transportation impacts of the CGA as it is built out. Whilst some developers have opinions on what such a phasing plan may comprise, there is at present no consensus on this matter. It is proposed therefore that the council undertakes further work to establish trigger points (based on housing completions) as to when each of the proposed transportation measures should be implemented.

- 3.2 Once this policy is approved, applications for planning permission in principle for housing within the CGA would be granted in accordance with policy i.e. subject to a legal agreement which require the developer to pay 1/3000th of the total estimated cost of the strategic transportation mitigation works for each house built. This approach would require the council to establish and agree the total cost of the works (at a high level in the first instance) before any of these permissions are issued.
- 3.3 Some developers have expressed an interest in carrying out some of the mitigation works themselves on behalf of the council in lieu of making pro-rata payments. Whilst not part of the proposed policy, it is suggested that this approach may have merit but would require further consideration in terms of compliance with procurement rules.
- 3.4 In developing this policy, developers with an interest in developing the CGA were approached for their views on the policy. Whilst some concerns have been addressed, one developer feels that the council is unable to deliver value for money when providing large scale infrastructure. The statutory procurement process should ensure that value for money is achieved in procuring contracts.

4. Financial Considerations

- 4.1 In the long term, the proposed policy is designed to ensure that the council's costs in implementing these works will be met in full by developer contributions. However, it should be noted that the phasing of the works will mean that the council will be incurring costs in advance of full developer contributions.
- 4.2 It should be made clear that this approach exposes the council to the risk that the final costs of the mitigation works may exceed the monies contributed by developers. In particular, the latter phases of development (after most or all mitigation measures are put in place) may not go ahead or the CGA may be completed but to a capacity of less than 3000 houses. It is also possible that constraints (as yet unknown) may present themselves during the design and build process which increase the actual cost of the works beyond what is estimated. These risks can be mitigated (in part) through inclusion of appropriate 'optimism bias' in estimating costs and through ensuring that developers meet the density levels as set out within the SDF.
- 4.3 It is important that the policy does not place an unreasonable financial burden on developers. Whilst the total costs of the mitigation works is not yet known, much work has already been done on costing certain elements of the mitigation measures. From what is currently known the total costs are likely to exceed £11m and therefore developers should expect to make a contribution at least £3,600 per housing unit. This figure will be finalised over the next few months but in the meantime figures of this scale are considered to be a reasonable burden on developers. This figure would be reduced significantly should the council be able to construct the Glenboig link road through the Glasgow & Clyde Valley City Deal Infrastructure Fund.

4.4 It should be noted that developers within the CGA are also expected to make contributions to the council to allow for a proportionate expansion of local education provision (currently estimated at £5340 per housing unit). In addition, developers of the CGA to the west of the M73 will be required to comply with the council's policy on affordable housing.

5. Corporate Considerations

5.1 This approach will require significant input from the council on several fronts including procurement, design, land acquisition, construction, project management and subsequent maintenance of the road.

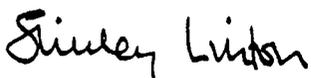
6. Recommendation

6.1 It is recommended that committee:

(a) Agrees to adopt the proposed measures contained within section 3 above as council policy which shall thereafter be embedded within the Glenboig & Gartcosh Strategic Development Framework.

(b) Agrees further work be carried out to establish:

- i. Global costs of carrying out the strategic transportation mitigation measures (as per appendix 1),
- ii. Extent and nature of necessary mitigation measure nos. M8 and M9 in Appendix 1.
- iii. Appropriate trigger points at which the agreed mitigation measures should be implemented by the council.



Shirley Linton
Head of Planning and Regeneration
(29th May 2015)

Appendix 1: Strategic Transportation Mitigation Measures

Junction/Road Mitigation Measure	Description
Glenboig Link Road (M1)	Link Road B804 Main St – Gartcosh Business Park 5 route options tested were tested by one Strategic Transport Assessment. Option D favoured. Crosses Local Nature Reserve for 60m.
M73 southbound off-slip and junction roundabout (M2)	Junction Improvement & Signals M73 Junction 2A
(Johnston Road/A752) (M3)	Junction Widening to two lanes at approach to A752 Lochend Rd/B804 Johnston Rd.
A752 Lochend Road/M73 to Mowbray Avenue (Left turn lane at Mowbray Avenue). (M4)	Left Turn Lane A752 Lochend Rd/M73 Link/Mowbray Ave. Widening of M73 exit road approach to the Mowbray Avenue roundabout and provision of a free-flow left turn lane.
A752: Carriageway Widening M73 link eastbound to M73. (M5)	Widening of Carriageway. A752/M73 link eastbound from A752 roundabout to M73
(A752) Station Rd/ Cumbernauld Road, Junction, Muirhead. (M6)	Installation of MOVA traffic control system at signals.
M73 Northbound off-slip and junction. (M7)	Left turn lane provision on northbound M73 slip - including utilisation of existing hard shoulder. (No signalisation required).
M73 Southbound on-slip/merge (M8)	Mitigation in the form of an additional land within the carriageway may be required. The design and extent of this mitigation is not yet finalised and will be confirmed by further assessment.
M73 Overbridge at Gartcosh Business Park (M9)	Mitigation in the form of an additional lane within the carriageway may be required. The design and extent of this mitigation is not yet finalised and will be confirmed by further assessment.
B804 Johnston Rd New Footway (S1)	Continuous footway along with scope for a cycleway to be provided on at least one side of B804 between Gartcosh and Glenboig. 600m approx.
A732 Lochend Road New Footway.) (S3)	Pedestrian crossings
Gartcosh Railway Station (S5)	The Council remains committed to delivery of extended Park and Ride facilities at Gartcosh Railway Station however CGA developers will not be required to contribute towards this.