

D2N2 INFRASTRUCTURE AND INVESTMENT BOARD (IIB)**30th June 2017****Gedling Access Road Update Report****Background**

1. Nottinghamshire County Council (NCC) has been safeguarding proposals for a Gedling village bypass for over 50 years. This scheme forms part of proposals for the A612 Nottingham Eastern Outer Loop Road which has, with the exception of the eastern most section around Gedling village, been successfully completed by the County Council. The Gedling Access Road (GAR) will connect directly to the most recently constructed phase (the Gedling Major Integrated Transport Scheme) which opened to traffic in 2007. The D2N2 Derbyshire and Nottinghamshire LEP has agreed to support construction of the Gedling Access Road. This project is the largest single transport scheme funding has been given to by D2N2.
2. Due to the limited availability of public funding the construction of GAR has not previously featured in any delivery programme. The current viability of the scheme does not allow the project to be wholly funded by either the private or public sector. However, the redevelopment of the Gedling Colliery site has provided a catalyst for delivering the project with a significant financial contribution being secured from the Homes and Communities Agency (HCA) through a Development Agreement for the Gedling Colliery site with Keepmoat Homes Limited (Keepmoat) who have been appointed as preferred developer of that site.
3. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the GAR working in partnership with the HCA, Gedling Borough Council (GBC) and Keepmoat. Via East Midlands on behalf of NCC, will be responsible for managing the land acquisition process and the design and project management of the road construction. Both statutory orders, being a Compulsory Purchase Order (CPO) and Side Roads Order (SRO) (together the "Orders"), will be made by NCC as these powers are not delegated to Via East Midlands. The legal drafting and making of the Orders is at an advanced stage.
4. Planning permission was granted for the construction of the GAR on 23rd December 2014 (ref. 2014/0915). There are a number of planning conditions related to the GAR that will need to be discharged before the Secretary of State will confirm the Orders. A revision to the planning approval was

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approved in May 2016, removing the conditions associated with phasing included in the original application.

5. The GAR will be constructed pursuant to the planning permission granted and NCC will be responsible for the discharge of planning obligations. NCC has been working closely with key landowners as required under the planning obligations, which has resulted in outline heads of terms being agreed in principle with a number of landowners.

Funding background

6. The total project cost is estimated at £40.899 million, split £7 million for land and £33.899 million for design and construction of the GAR. The funding stream contributed by each development partner is as follows:
 - Land and Enabling Works – HCA £7.17m
 - Construction (including design) –
 - NCC Capital - £5.4m
 - D2N2 - £10.8m (outline business case approval obtained)
 - Housing developer (Keepmoat) - £17m including Community Infrastructure Levy (CIL) liabilities of £4.488 million via GBC
 - Section 106 contributions - £0.529million (Teal Close development)
 - **Total : £40.899 million.**
7. At its board meeting of July 22nd 2013 the D2N2 Local Transport Body (LTB) agreed to allocate £10.8 million towards the cost of the GAR from the £31.2 million available to it for that period. The GAR was one of only six schemes supported by the LEP Board across the D2N2 area and is the largest single scheme it is supporting representing 35% of the allocation

Timescales

8. The indicative timetable for the next key steps is set out below. These are challenging targets and subject to agreements being completed, statutory procedures and funding:
 - County Approvals
 - Transport and Highways (16th March 2017) – Approved the making of the Orders including confirmation of land requirements
 - Discharge of Planning Conditions for the GAR – Summer 2017
 - CPO and SRO Process
 - Preparation of the Orders – ongoing until June 2017
 - Making of the Orders – July 2017
 - Notification and Publicity of the Orders (includes period for comment from interested parties) – August 2017
 - Consideration / Review of Objections – September 2017
 - Public Inquiry if required (usually 4 to 6 months after making of CPO) –

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- earliest November 2017 (indicative as will be dependant on allocation of an Inspector)
- CPO confirmed by Secretary of State – February 2018 (indicative)
 - Completion of Special Parliamentary Procedures – February 2018 (indicative, if required)
 - D2N2 Funding – Full Business Case (FBC)
 - Preparation and Submission of FBC – September 2016 to July 2017
 - Submit FBC for Conditional Approval – August 2017
 - Obtain FBC Conditional Approval – October 2017
 - FBC Unconditional Approval – February 2018
 - Design and Procurement
 - Contractor selection from framework for Early Contractor Involvement – February to July 2017
 - Design complete, Target cost negotiation and contracts – June 2017 to October 2017
 - GAR advanced works – December 2017
 - GAR onsite (main contract works) – Spring 2018
 - GAR complete – Spring 2020

Scheme progress

9. The Outline Business Base was submitted to D2N2 on the 6th July 2015 and approval given on 18th May 2016 with technical feedback provided. Using this information the scope of the Full Business Case Submission is now agreed and NCC have commissioned transport consultants SYSTRA to prepare the FBC. This will be supplied for D2N2 assessment in August this year. The County Council will be seeking conditional FBC Approval from the D2N2 Board, which is intended will become unconditional once the statutory approvals re CPO and SRO have been acquired. This would then facilitate the drawdown of the D2N2 funding contribution.
10. The County Council and its delivery partner Via East Midlands Ltd is making excellent progress in attending to the design and delivery of the Gedling Access Road albeit that the original timetable has slipped by a year, due to protracted negotiation with the external funding partners – which are now all agreed. The County Council has recently undertaken a mini competition to select a contractor as a delivery partner. Early Contractor Involvement will help the Council finalise the target costs and construction programme which in turn will inform decisions re spend profile and draw down of monies from all scheme partners including D2N2.
11. Nottinghamshire County Council would welcome the continued support of the D2N2 IIB to this very worthwhile project which is now reaching a critical point in its planning and delivery stage. It is expected that subject to statutory

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approvals that the main construction works on GAR can begin in Spring 2018.
A further report will be made to the D2N2 IIB later this year.

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