Revision control

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<th>Rev</th>
<th>Date</th>
<th>Description of revision</th>
<th>Prepared by</th>
<th>Checked by</th>
</tr>
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<td>31/01/2020</td>
<td>Public Engagement Issue</td>
<td>DJR</td>
<td>GM</td>
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<td>05/02/2020</td>
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<tr>
<td>1.</td>
<td>Graeme Reid</td>
<td>NHS Lanarkshire</td>
<td>05/02/2020</td>
</tr>
</tbody>
</table>
Report Contributors

The content of this report is a summary of the information that has been provided by the technical team engaged by NHS Lanarkshire to support with the development of the new Hospital.

The detailed information is available on the NHS Lanarkshire website.

Contributions have been received from:

- Currie & Brown – lead technical advisor, project management and cost consultancy
- Keppie Design – architecture and planning consultant
- WSP – structural and civil engineering, geotechnical engineering and transport consultant
- TUV SUD – building services engineers
Contents

Executive summary.........................................................................................................................................................1
1. Introduction.............................................................................................................................................................2
2. Site Location ...........................................................................................................................................................3
3. Site History............................................................................................................................................................5
4. Planning Policy Context ..........................................................................................................................................6
5. Site Utilities - Power, Water, Gas, Telecoms ............................................................................................................7
6. Drainage.....................................................................................................................................................................9
7. Transport Matters ......................................................................................................................................................10
8. Ground Conditions....................................................................................................................................................14
9. Site Constraints / Interdependencies .....................................................................................................................16
10. Site Specific Development Costs ..........................................................................................................................17

Appendices

Appendix A - Site Location
Appendix B - Site History
Appendix C - Planning Designation
Appendix D - Site Drainage
Executive summary

The site at Gartcosh is brownfield land with historic industrial uses and has been subject of various reports and remediation treatments over the years to address contaminated land matters.

On-site potential sources of ground issues include the former steel works and associated made ground and demolition rubble over the majority of the site, as well as railway land and sidings to the south of the site.

Historical third-party reporting includes information on previous asbestos remediation works, alkali soil and groundwater assessments and bioremediation of hydrocarbon contamination.

Given the time elapsed since the third party reporting and remediation, the current status of any residual contamination is unknown and will require to be checked during further intrusive site investigations and chemical testing.

Site investigations were undertaken in Nov/Dec 2019 to assess site contamination levels with an addendum to this report to be issued once laboratory tests have been confirmed.

There is nothing within the Phase 1 Site Investigation Report that has identified a major constraint with developing the hospital on this site. Some legacy risks remain in connection with historic contamination remediation treatments.

The potential risks will be reviewed following conclusion of the intrusive site investigation report.

Obstructions from historic structures and infrastructure on the site are likely to be present within the made ground.

From the Coal Authority Interactive map viewer there is an area of past shallow coal mining on the southern border of the site. This is considered outwith the zone of the potential hospital development.

There is a comprehensive existing road infrastructure providing access to the site, providing both primary and secondary resilient access routes. Some upgrade works will be required to address increased use, however, this is not considered as unusual for major hospital developments.

Most services utilities are available local to the site. Electrical supplies are more remote to the site, however the requirement for the connection points further away from the site is not unusual for hospital developments due to loading demands and requirement for secondary points of supply. The distance (approx. 5 and 7km) is not considered excessive.

The site is within a reasonable walking distance of Gartcosh railway station.

The assessed overall cost impact of the site specific items impacting the overall hospital development cost is in the order of £14.39m excluding inflation and VAT.

Any changes in assessment of the cost impact will be updated following conclusion of the intrusive site investigation report.
1. Introduction

A shortlist of potential viable sites for the provision of a new University Hospital Monklands has been determined. The shortlist sites are:

- Gartcosh
- Glenmavis
- Wester Moffat

This report provides summary information on the potential development of the Gartcosh site for the proposed new Monklands Hospital. It covers information obtained by the technical advisory team engaged by NHS Lanarkshire to support with the development planning for the new hospital. Separate reports will cover Glenmavis and Wester Moffat.

Key items covered in this report include:

- Site location
- Site history
- Planning context and the planning status of the site
- Site utilities – power, water, gas, telecoms
- Drainage
- Transport matters
- Ground conditions
- Development constraints

The content of this report summarises the large content of information available to the project team about potential sites. The source reports are also published on the NHS Lanarkshire website.
2. Site Location

The site is located to the east of Gartcosh village in a parcel of land adjacent to Gartcosh Industrial Park. The Scottish Crime Campus is immediately to the west of the site. The surrounding area is generally rural, or disused land, with some residential properties to the north and west of the site.

Figure 1: Gartcosh site location relative to existing University Hospital Monklands

The site is currently a disused parcel of land adjacent to the Gartcosh Industrial Park. The site is bound by Craignethen Road to the north, mature and semi-mature vegetation to the east, railway lines to the south and the Scottish Crime Campus to the west.

Figure 2: Gartcosh site location
The site has easy access to the M73 motorway at Junction 2a, with a secondary access route via the recently constructed Glenboig link road.

The site levels are relatively flat at approximately 85m AOD with a 2m intermittent embankment to the south towards the existing railway line. A track leads to an underpass below the railway line on the south-east corner of the site at a level of approximately 82m AOD.
3. Site History

The site was previously a steel and brickworks however, this has been demolished in late 1990’s. Existing plant bases and basements structures from the historic use remain.

Historical reviews identified the site to be occupied by the Gartcosh Iron and Steel works from the early 1900s and a steel rolling mill from the early 1960s. Historic maps from 1993 – 1994 and 1999 are included in Appendix B

Figure 3: historic map noting location of steelworks 1993-1994

The site has been subject to various site investigation works and remedial actions to address ground contamination issues following demolition of the steelworks.

The main works being significant removal of residual demolition materials containing asbestos related materials in 1998.

Various other works to address contaminated ground have been undertaken by the landowners (Scottish Enterprise, formerly Lanarkshire Development Agency).

Residual risks are likely, and the full extent will be identified following analysis of the site investigations undertaken in Nov/Dec 2019 to assess ground risk and site contamination levels. An addendum to this report will be issued once laboratory tests have been confirmed.
4. Planning Policy Context

The site is designated for industrial business use as set out within the Adopted Local Plan (2012). There are currently proposals to modify the plan, but this does not affect the designation of the site.

Approximately 3886 dwellings have been allocated under the revised local plan to the areas surrounding the site. Infrastructure improvements are planned to facilitate their development.

As part of the consents for housing provision in the surrounding area, key transportation improvement works, including road network and motorway junction improvements, will be sought by the Councils from the developers.

Summary

Whilst the adopted and proposed policy position has allocated the site for Industrial and Business use, the development of a (Class 8) hospital can be justified in that:

- An industrial and Business Land Supply Review could be prepared to demonstrate that an adequate supply of quality marketable industrial land will remain
- The site has been lain vacant for several years despite promotion by the owners for industrial / business development
- Whilst not an industrial / business use, the proposed development will be a significant employment generator.
5. Site Utilities - Power, Water, Gas, Telecoms

From review of available records, the status of the various utility supplies at this site are as noted below.

At this time, dialogue with any of the service providers to discuss new connections, spare capacity etc, has not been possible as meaningful dialogue is only possible once a site is confirmed, thus the information noted is for initial guidance and comparison purposes only.

From available information no significant diversions appear required for any of the major services and the site appears to be well served with local supplies from all services in the vicinity.

Water

No identified existing pipelines run across the site, therefore no major diversions are expected.

There is a 300mmØ Trunk Main along Auldyards Road. There is also a 150mmØ distribution pipe branched from the trunk main to run along Craignethan Drive. This pipe currently serves only the Scottish Crime Campus; however, it appears that capped connections have been left along Craignethan Drive for connections for future developments.

Gas

No identified existing pipelines requiring diversions run across the site, therefore no major diversions are expected.

An embedded Indigo Pipelines network is available in the immediate vicinity, but the larger area surrounding the proposed sites are supplied from Scottish Gas as most of Scotland currently is.

There is a 180mmØ distribution pipe to the nearby Gartcosh Junction. This pipe is then adopted by Indigo Pipelines who provide the local infrastructure to the site and the surrounding areas.

Along Craignethan Drive there is another 180mmØ Medium Pressure gas line which runs toward Auldyards Road.

Electrical Power

No significant diversions (redundant HV cables only) are required and there are several sub stations (Bishop, Gartsherrie, Coats, Dundyyan & SSE Gartcosh) in the local vicinity which should assist in providing necessary power to the site.

An embedded Scottish and Southern Electricity (SSE) network is available in the immediate vicinity and houses the closest substation. Supplies from two substations will be required however to comply with SHTM 06-01 Electrical services supply and distribution, and the SSE and SP Network cannot be mixed, so it is likely that this substation will not be viable.

The larger area surrounding the proposed site is supplied from Scottish Power as is most of Southern Scotland currently and it is likely that these networks will require to be utilised. For example, Dundyyan is circa 7km away and Bishop is 5km away.

Telecoms

No significant diversions appear to be required and both Vodafone and BT Openreach are present in the vicinity.

There are several existing Vodafone Underground utility boxes in areas surrounding each site, and each of the roads surrounding the proposed sites have Vodafone Underground Services installed down them.
There are several existing BT Openreach joint boxes in the areas surrounding each site, and Craignethan Drive has BT Openreach Underground Services installed down it.

**Abandoned Services**

Some abandoned services (utilities) are to be expected, however this is not unusual for a brownfield site and would be removed as part of the development.

**Summary**

In summary, Gartcosh is well served with utilities with no major diversions which impact on the deliverability of this site or major cost pressures. The required electrical supplies are remote, but not unusual for major health care developments in order to achieve compliance with necessary healthcare technical standards (SHTM 06-01 Electrical services supply and distribution).
6. Drainage

Surface Drainage

Scottish Water records note an existing 975mm concrete pipe within the northern boundary of the site. This runs along the length of Craignethan Drive. The existing sewer increases to 1050mm diameter to the west of the site before discharging to a culverted section of the Bothlin Burn.

It will be necessary to achieve a surface water connection to the Garnqueen Burn, in third party land, as the location of the surface water outfall manhole will not allow effective connection to the whole site. Such discharge will be subject to SEPA approval.

Foul Drainage

Scottish Water records indicate a 225mm PVC pipe within the northern boundary of the site. This then runs along Auldyards Road. The invert is a set 5.9m below ground level. It is anticipated that a section of pipe shall need to be upgraded from 225mm diameter to 300mm diameter to accommodate peak flows.

![Image](image.png)

Figure 5 – Gartcosh potential drainage strategy.

There would appear to be existing capacity at the local treatment plant, subject to formal application to Scottish Water, to accommodate anticipated flows from the new hospital.

Summary

Drainage infrastructure is local to the site, and with minimal upgrade works to the local network there are no major issues that affect deliverability of the hospital on this site.
7. Transport Matters

A detailed Transport report has been prepared for the potential sites for a replacement Monklands hospital, following consultation with the national transport agency, Transport Scotland and the local authority, North Lanarkshire Council.

The transport report followed the latest Governmental Strategy (National Transport Strategy 2), examining the options for all modes of transport for each of the potential sites. This means that options for walking, cycling and public transport should be maximised in preference to single occupancy private car use. The information included below is a summary of the key issues.

Walking and Cycling

The Gartcosh site includes high quality combined footways / cycleways within Gartcosh Business Interchange, connecting to the wider sustainable network. The latest published Scottish Transport Statistics (No.37) indicates that the average walking journey in Scotland was 2km in length and the average cycling journey was 4.5k in length.

The table below shows the approximate resident population (sourced from the Scottish Census data) within a reasonable walking and cycling catchment of the Gartcosh site.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Distance</th>
<th>Catchment Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>2km</td>
<td>3,900</td>
</tr>
<tr>
<td>Cycling</td>
<td>4.5km</td>
<td>26,970</td>
</tr>
</tbody>
</table>

Table 1: Gartcosh Site – Walking and Cycling Catchment Population

Public Transport

The maximum recommended walking distance from new development to bus related public transport is 400m and to rail services is 800m, as stated in Planning Advice Note (PAN 75). Currently, there are no bus stops within 400m of the Gartcosh site however, Gartcosh Railway Station is within 800m of the site.

A public transport hub, similar to that constructed at all recently new hospital developments, will be provided in close proximity to the building entrance.

Strathclyde Passenger for Transport (STP) have undertaken public transport accessibility analysis utilising existing public transport networks to show how much of the existing Monklands hospital catchment population live within 60 minutes public transport journey time (door to door) of the Gartcosh site and compared this with the existing Monklands Hospital Site. This is shown in the table below.

<table>
<thead>
<tr>
<th>Monklands Catchment Within</th>
<th>% of Population (existing Site)</th>
<th>% of Population (Gartcosh Site)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Min Journey Time</td>
<td>3%</td>
<td>0%</td>
</tr>
<tr>
<td>20 Min Journey Time</td>
<td>19%</td>
<td>2%</td>
</tr>
<tr>
<td>30 Min Journey Time</td>
<td>42%</td>
<td>15%</td>
</tr>
<tr>
<td>40 Min Journey Time</td>
<td>56%</td>
<td>24%</td>
</tr>
<tr>
<td>50 Min Journey Time</td>
<td>75%</td>
<td>39%</td>
</tr>
<tr>
<td>60 Min Journey Time</td>
<td>93%</td>
<td>82%</td>
</tr>
</tbody>
</table>

Table 2: Gartcosh Site – Existing Public Transport Accessibility
The public transport accessibility analysis shows that, within a one-hour journey time, the Gartcosh site is approximately 11 percentage points lower than the existing site. Generally, the analysis indicates that the Gartcosh site is not currently well served with public transport.

Based on experiences at other new building hospital developments the provision of public transport will improve through new subsidised bus routes providing greater accessibility across the catchment area.

**Private Car**

The Gartcosh site, within Gartcosh Business Interchange, is located close to the M73 motorway and connected to the east via Glenboig Link Road. A drive time analysis was undertaken to show how much of the existing Monklands hospital catchment population live within 30 minutes private car journey time of the Gartcosh site and compared this with the existing Monklands Hospital site.

This is shown in the table below:

<table>
<thead>
<tr>
<th>Monklands Catchment Within</th>
<th>% of Population (Existing Site)</th>
<th>% of Population (Gartcosh Site)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Min Journey Time</td>
<td>9%</td>
<td>2%</td>
</tr>
<tr>
<td>10 Min Journey Time</td>
<td>37%</td>
<td>43%</td>
</tr>
<tr>
<td>15 Min Journey Time</td>
<td>66%</td>
<td>88%</td>
</tr>
<tr>
<td>20 Min Journey Time</td>
<td>93%</td>
<td>99%</td>
</tr>
<tr>
<td>25 Min Journey Time</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>30 Min Journey Time</td>
<td>100%</td>
<td>100%</td>
</tr>
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</table>

Table 3: Gartcosh Site – Existing Private Car Journey Time Analysis

The analysis show that the site is readily accessible by private car and, within a 15-minute journey time, is accessible to more of the catchment population than the existing Monklands Site.

A comparison of the catchment population within 15 minutes of the Gartcosh site with the existing Monklands Hospital is shown below.

<table>
<thead>
<tr>
<th>Private Car Journey Time</th>
<th>Catchment Population (Existing Site)</th>
<th>Catchment Population (Gartcosh Site)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Min</td>
<td>20,840</td>
<td>5,361</td>
</tr>
<tr>
<td>10 Min</td>
<td>84,196</td>
<td>97,245</td>
</tr>
<tr>
<td>15 Min</td>
<td>147,819</td>
<td>198,360</td>
</tr>
</tbody>
</table>

Table 4: Gartcosh Site – Drive Time Catchment Population

The private car journey time analysis shows that, beyond 10 minutes, the Gartcosh site is accessible to more of the catchment population compared with the existing Monklands hospital site.

**Transfer Times to Other Hospital Sites**

The transfer times by road to the other NHS Lanarkshire acute hospital sites and the regional centres at Glasgow Royal Infirmary and Queen Elizabeth University Hospital, from the proposed site compared to the existing University Hospital Monklands are noted below:
Table 5: Gartcosh Site – Drive Time to other acute sites

The drive time analysis indicates that, in the AM and PM peak hours, the journey times from Gartcosh to all the above hospitals are lower than journey times from the existing UHM.

**Travel Times from major population centres**

For patient, staff and visitor travel purposes a drive time analysis has been undertaken to determine the journey time during the AM and PM peak periods between the Gartcosh Site and the major population centres of the University Hospital Monklands catchment area and wider NHS Lanarkshire area. The existing journey time between UHM and the population centres is also included for comparison purposes.

Table 6: Gartcosh Site – Drive Time from population centres
Except for locations in Coatbridge, Airdrie and Plains the drive times to the Gartcosh site are better than to the existing University Hospital Monklands location.

**Transport Summary**

A summary of the existing and potential accessibility by all modes for the Gartcosh site is shown below and categorised as:

- X – no Accessibility
- ✔ - Poor Accessibility
- ✔✔ - Adequate Accessibility
- ✔✔✔ - Good Accessibility

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<thead>
<tr>
<th>Aspect</th>
<th>Mode</th>
<th>Gartcosh Site</th>
</tr>
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<tr>
<td><strong>Existing Conditions</strong></td>
<td>Walking</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Cycling</td>
<td>✔✔</td>
</tr>
<tr>
<td></td>
<td>Public Transport - Bus</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Public Transport - Rail</td>
<td>✔✔✔</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>✔✔✔</td>
</tr>
<tr>
<td><strong>Potential Conditions</strong></td>
<td>Walking</td>
<td>✔</td>
</tr>
<tr>
<td></td>
<td>Cycling</td>
<td>✔✔</td>
</tr>
<tr>
<td></td>
<td>Public Transport - Bus</td>
<td>✔✔✔</td>
</tr>
<tr>
<td></td>
<td>Public Transport - Rail</td>
<td>✔✔✔</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>✔✔✔</td>
</tr>
</tbody>
</table>

Table 6: Gartcosh site – Transport Summary
8. Ground Conditions

Historical Ground Conditions

The site was formerly a brick and steelwork which was demolished in late 1990’s. Residual underground structures remain from the historic use, and the site has been subject to various remediation treatments to address historic contamination matters.

Phase 1 Site Investigation Reports

An extensive Phase 1 Site Investigation Report (200+ pages) on the historical ground conditions report has been prepared for the site, and available on NHS Lanarkshire’s website. This report captured information on the historical uses of the site and the extensive works undertaken previously across the site address contamination remediation.

Geology

According to BGS mapping, the underlying geology is underlain by superficial deposits and the Scottish Lower Coal Measures Formation. The site is located within a Coal Mining Reporting Area. From extensive third-party site investigation reports relating to the site, the ground conditions comprise substantial made ground deposits of demolition rubble and reworked natural clays, overlying sandy, gravelly, cobbly clays, overlying sedimentary sequences of sandstone, mudstone and siltstone.

Preliminary Coal Mining Risk Assessment

From the Coal Authority Interactive map viewer there is an area of past shallow coal mining on the southern border of the site. The Lower Drumgray Coal seam also outcrops through the site forming a semi-circle pattern trending east to west with the midpoint of arc centred on the northern boundary of the site. To the south of the site boundary there are four mine shafts and two adits recorded on mine plans.

The coal authority identifies a rectangular section in the south east of the site as a development high risk area. This relates to a conjectured outcropping of the Lower Drumgray Coal Seam.

Extensive mining approximately 300m to the east of the site is also recorded.

The areas of mineworking’s are considered to be outwith the potential development zone for the new hospital, however unrecorded workings in the vicinity cannot be ruled out, but the risk is considered to be low

Contamination & Remediation

On-site potential sources include the former steel works and associated made ground and demolition rubble over the majority of the site, as well as railway land and sidings to the south of the site.

Historical third party reporting includes information on previous asbestos remediation, alkali soil and groundwater assessments and bioremediation of hydrocarbon contamination. Given the time elapsed since the third party reporting, the current status of any residual contamination is unknown.

Preliminary Geotechnical Appraisal

It is likely that deep foundations will be required to transfer the loads to the underlying bedrock. Due to the likely presence of boulders within the underlying glacial till and potential obstructions in the made ground, driven piles may not be feasible.
The site is relatively level therefore it is not expected then major earthworks or excavation will be required.

Obstructions from historic structures and infrastructure on the site are likely to be present within the made ground and consideration of these should be made both in terms of excavation and stability.

**Summary**

Based on the contaminant linkage assessment for proposed future use, the following risk classifications have been determined:

- Human Health, the risks have been assessed as Low to Moderate;
- Surface waters, the risks from the site have been assessed as Low to Moderate;
- Underlying superficial aquifer and bedrock aquifer, the risks from the subject site have been assessed as Low to Moderate
- Buildings and Services, the site is classified as Low to Moderate
9. Site Constraints / Interdependencies

There are no specific site constraints / interdependencies affecting development of this site.
### 10. Site Specific Development Costs

The current available information available for the site and the implications on the cost of developing a new hospital have been reviewed and summarised below. The prices are base dated Q1 2020:

<table>
<thead>
<tr>
<th>Item</th>
<th>Assessed Cost Impact</th>
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<tr>
<td><strong>Site Preparation / Demolition</strong></td>
<td></td>
</tr>
<tr>
<td>Excavate and remove redundant basement structures</td>
<td>£0.75m</td>
</tr>
<tr>
<td><strong>Contamination Remediation</strong></td>
<td></td>
</tr>
<tr>
<td>Allowance for contaminated soil and ground water treatment</td>
<td>£1.50m</td>
</tr>
<tr>
<td><strong>Mineworkings</strong></td>
<td></td>
</tr>
<tr>
<td>No recorded mineworkings impacting the development</td>
<td>£nil</td>
</tr>
<tr>
<td><strong>Road Improvements to site boundary</strong></td>
<td></td>
</tr>
<tr>
<td>A752 Lochend Road / Mowbray Ave - 4 arm roundabout.</td>
<td>£0.40m</td>
</tr>
<tr>
<td>A752 / B806 Gartloch Road - 3 arm roundabout.</td>
<td>£0.30m</td>
</tr>
<tr>
<td>A752 Gartcosh Road / Towhead Road / Lochend Road – R-L Staggered priority junctions.</td>
<td>£0.45m</td>
</tr>
<tr>
<td>Gartcosh Road / A89 Coatbridge Road / A752 Langmuir Road - 4 arm roundabout.</td>
<td>£0.45m</td>
</tr>
<tr>
<td>B803 Sunnyside Road / Dunbeth Road / Russell Colt Street / Coltswood Road / B803 Burnbank Street - Dumbbell roundabout.</td>
<td>£0.05m</td>
</tr>
<tr>
<td>B804 Gartliston Road / Coltswood Road / Merrystown Drive - 3 arm roundabout.</td>
<td>£0.08m</td>
</tr>
<tr>
<td>B804 Coatbridge Road / Glenboig New Road / Main Street - signalised junction.</td>
<td>£0.08m</td>
</tr>
<tr>
<td>B804 Main Street / Garnqueen Crescent - 3 arm roundabout.</td>
<td>£0.08m</td>
</tr>
<tr>
<td>B804 Glenboig Road / Two unnamed roads (Glenburn Gardens) - 4 arm roundabout.</td>
<td>£0.10m</td>
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<td>New unnamed 3 arm roundabout between Junctions 14 and 16.</td>
<td>£0.45m</td>
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<tr>
<td>Craignethan Drive / Auldyards Road - 4 arm roundabout.</td>
<td>£0.55m</td>
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<td>Junction 2A – M73 Southbound off ramp / Auldyards Road / Southbound on ramp - 4 arm roundabout.</td>
<td>£0.40m</td>
</tr>
<tr>
<td>Junction 2A - Northbound carriageway at overbridge main line flow.</td>
<td>£0.10m</td>
</tr>
<tr>
<td>Junction 2A – M73 Northbound off ramp / Northbound on ramp / Other arm access via 17 - 4 arm roundabout.</td>
<td>£0.35m</td>
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<td>Junction 2A overbridge</td>
<td>£4.50m</td>
</tr>
<tr>
<td><strong>Drainage Works</strong></td>
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<tr>
<td>Off-site foul drainage upgrade to local network</td>
<td>£0.10m</td>
</tr>
<tr>
<td>Off-site surface drainage upgrade to local network</td>
<td>£0.10m</td>
</tr>
<tr>
<td><strong>Electrical Supply</strong></td>
<td></td>
</tr>
<tr>
<td>Connections to substations</td>
<td>£3.60m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>£14.39m</td>
</tr>
</tbody>
</table>
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