

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – SPINE ROAD FUNDING GAP



Overview of project

BACKGROUND

A spine road extension was included within the PASD Freeport Full Business Case (FBC) with an allocation of £5.95m of seed and £5.62m of match to enable the Langage Tax Site to be developed. Initially it was expected to be delivered sequentially, starting with Phase 1a and moving south through the site to Phase 1b. Phase 1a is on land owned by Freeport partners, with Phase 1b being mainly on privately owned land.

A subsequent Project Change Request was approved to proceed with delivery of the Phase 1a spine road extension only – with £2.7m seed funding, diverting the remainder of the seed allocation into an alternative scheme. Some of this £2.7m has been allocated to the design works for the road. These detailed design works have now identified a funding gap of £1.3m to complete the construction of Spine Road 1a.

The detailed design works, and subsequent site investigations identified that the ground water level was above the alignment of the road and thus the height of the road would need to be raised in one section. Moisture sensitive material was also discovered, and this will need to be treated.

Inflation has also led to the funding gap, together with the need to include a temporary haul road to mitigate issues associated with the regular Gipsy and Traveller encampments on the site.

A further Project Change Request has now been prepared to reallocate £1.3m from another scheme to plug the current funding gap. The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by DCC.