

1. Executive Summary

Introduction

- 1.1.2 This is the Outline Business Case (OBC) for the A8/M8 Corridor Access Improvements Project (“the Project”). This OBC has been compiled in accordance with the latest Business Case Appraisal Criteria and HMT Green Book Guidance requirements. This OBC presents the detailed rationale for the Project, building from the GCR City Deal approved Strategic Business Case (SBC) (2015). The Project will provide infrastructure to unlock strategic economic sites and stalled business and industrial development to the north of the south of the A8 at Orchard Farm, and at Maxim Office Park in Eurocentral. It will also provide infrastructure to improve access to jobs at the Eurocentral/Mossend Strategic Employment Location (SEIL) by sustainable transport, improving connectivity between these locations and local and wider Glasgow City Region labour markets.
- 1.1.3 The A8/M8 Corridor Access Improvements is a programme comprising sub-projects to deliver the project objectives. Four sub-projects were identified at SBC level as follows: the Holytown Link Road; Eurocentral Park & Ride; Newhouse Park and Share and Orchard Farm Roundabout. Since approval of the SBC in 2015, the North Lanarkshire Council City Deal Infrastructure Investment Programme was realigned in 2019 to a revised suite of subprojects under the three North Lanarkshire City Deal project programmes, to accommodate the Ravenscraig Infrastructure Access (RIA) sub-project. This resulted in a reduction in funding allocation to the A8/M8 Corridor Access Improvement SBC from £12,600,000 to £6,478,502. The sub-projects within the SBC were also refocussed to deliver the core project objectives of improving connectivity to strategic employment sites along the A8/M8 Corridor (with a particular focus on Eurocentral and Maxim Office Park) by sustainable transport and unlocking development potential at key strategic economic investment locations and at stalled/underoccupied commercial sites. The number of sub-projects were reduced from four to two, which were: Eurocentral Park and Ride, and Orchard Farm Roundabout.
- 1.1.4 This OBC builds on the rationale set out in the A8/M8 Corridor Access Improvements SBC and sets out the funding sought to further develop the proposed interventions to a finalised solution, procurement action and subsequent delivery.
- 1.1.5 Project development work undertaken leading up to submission of this OBC has led to the identification of an alternative preferred scope option for the Eurocentral sub-project. A Change Control has been submitted seeking approval for this change.
- 1.1.6 This OBC presents the Case for Change and Economic Case for the Project as a whole. At this OBC stage, headline economic impacts are reported at the full Project level. Detailed analysis is however presented within the OBC at sub-project levels. Individual Full Business Cases will be brought forward for each sub-project, in line with each sub-project’s design, procurement and delivery timeline. The economic impacts and benefits which will be realised by each sub-project will be reported within each Full Business Case.
- 1.1.7 This OBC supersedes the previously approved Eurocentral Infrastructure OBC (2017), which identified a bus-based park and ride at Eurocentral as the preferred solution for addressing sustainable transport objectives within the SBC. An updated options appraisal for the Eurocentral sub-project has been undertaken against the SBC project objectives, critical success factors, and updated policy context, to revisit the proposed solution for the Eurocentral sub-project. This has resulted in an alternative preferred option being identified. The preferred option will deliver strategic active travel route improvements between the Mossend/Eurocentral/Newhouse SEIL, surrounding communities and rail stations to the north and south. This will deliver against identified need now and enable a wider reach from the infrastructure investment. This represents a reprioritising to facilitate multiple benefits earlier, with the Eurocentral Park and Ride project deferred. North Lanarkshire Council will continue to work with partners including SPT on the potential for a future park and facility at Eurocentral once further clarity on demand influencing factors is available.

1.2 Project Scope

1.2.1 The Project will deliver a new road access junction and strategic active travel infrastructure along the A8/M8 Corridor between Mossend and Newhouse. The sub-projects comprising the Project are:

- Eurocentral Access Infrastructure (strategic active travel routes); and
- Orchard Farm Roundabout.

1.2.2 The Location of the Project is illustrated at Figure 1.1. The location of the Orchard Farm Roundabout on the A8 and proposed connecting roads from the roundabout are further detailed at Figure 1.2 and Figure 1.3. The location of the proposed strategic active travel routes is detailed at Figure 1.4.

Figure 1.1. Location of the Project

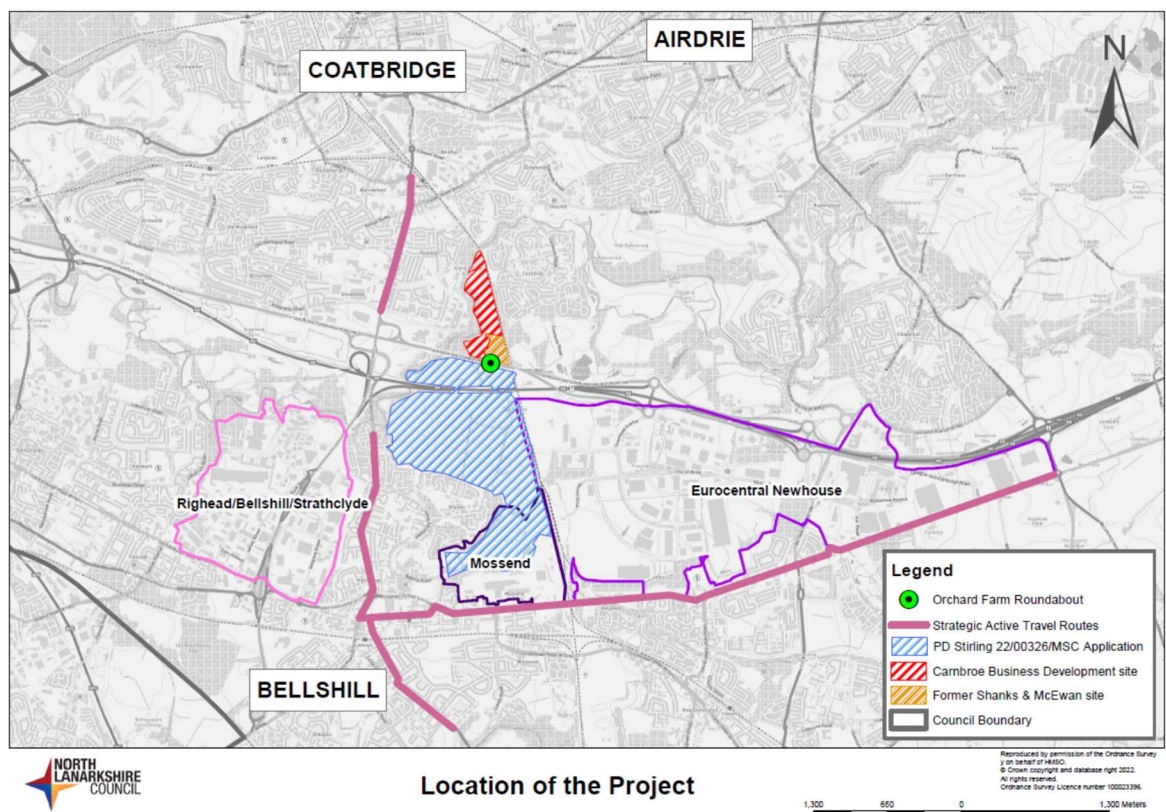


Figure 1.2 Location of the Orchard Farm Roundabout¹

¹ Location plan extract from planning application reference 19/00002/FUL (drawing no 50309/513)

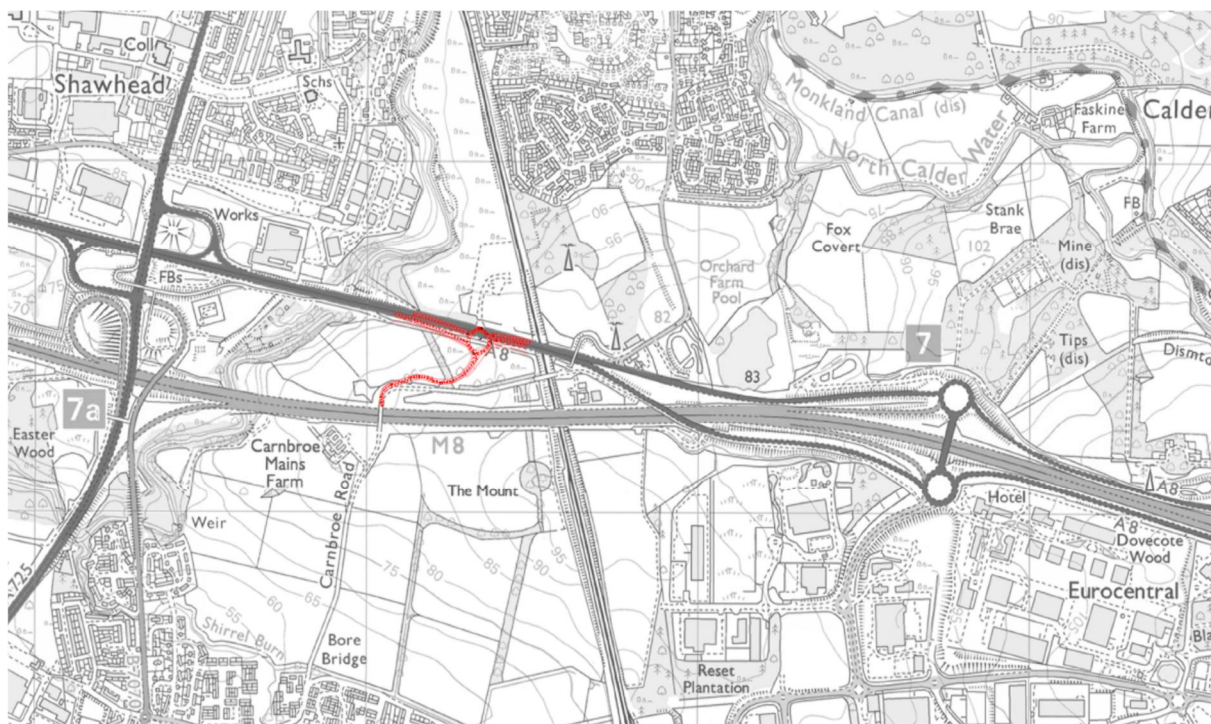
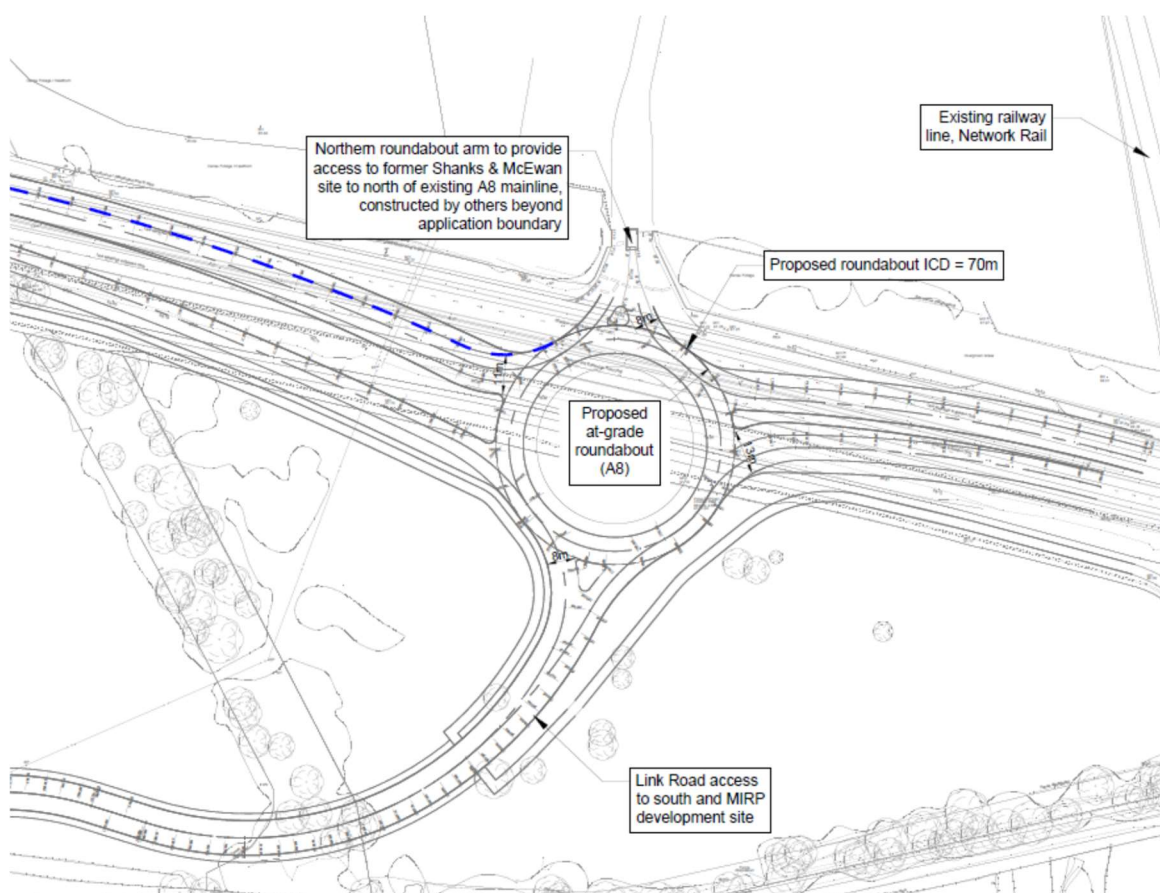
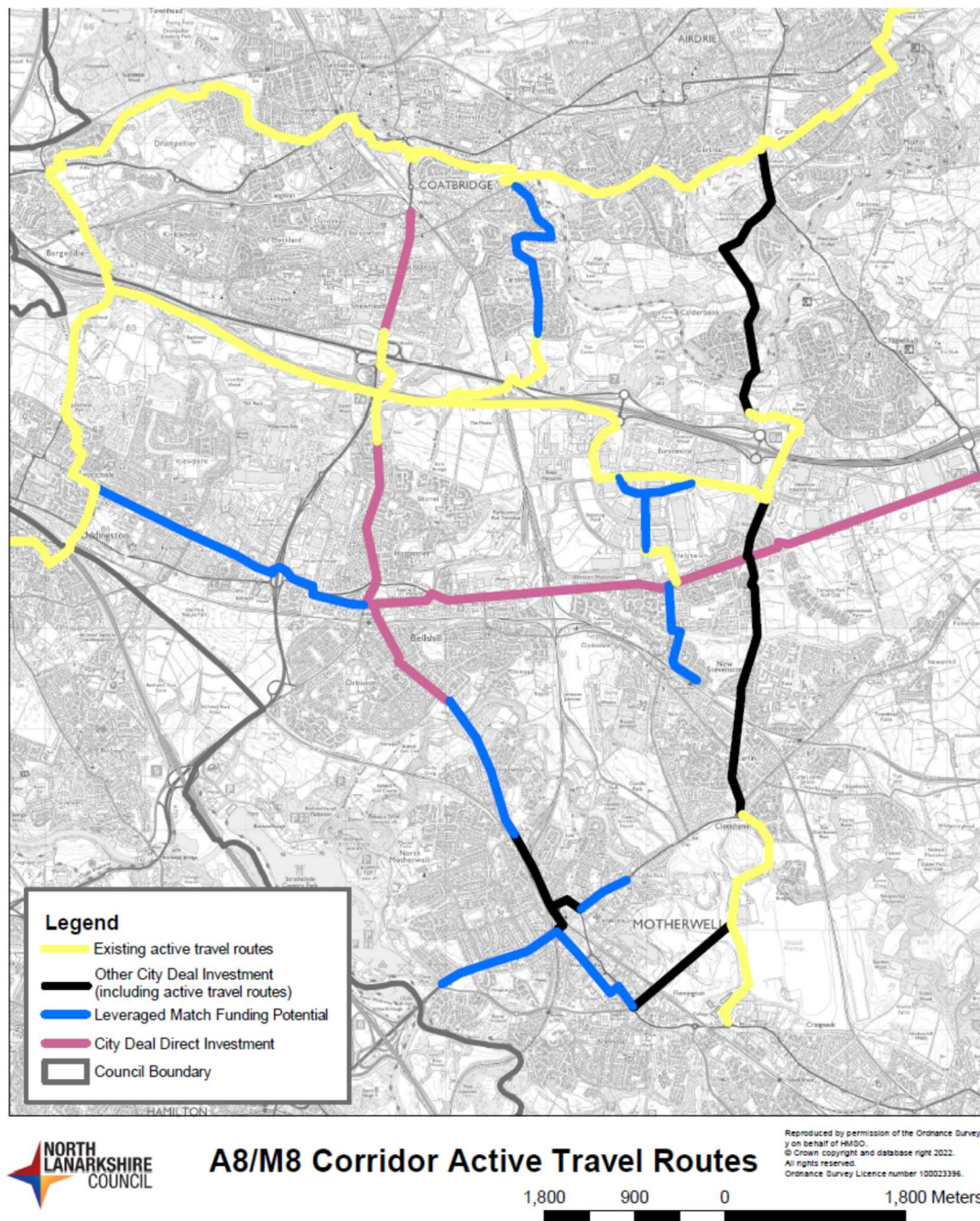


Figure 1.3 Orchard Farm Roundabout: road connections²



² Plan extract from planning application reference 19/00002/FUL, drawing reference 50309/514

Figure 1.4 Location of Eurocentral strategic active travel routes



- 1.2.3 The Project will provide a new roundabout junction on the A8 at Orchard Farm, to unlock access to strategic economic investment locations and business/industrial development sites to the north and south of the A8. It will also provide 10km of strategic active travel route network linking the Mossend/Eurocentral/Newhouse (SEIL) to surrounding local communities and rail stations at Bellshill, Holytown and Whifflet (Coatbridge). This will provide local and wider regional connectivity to job opportunities at these strategic economic and employment locations by sustainable transport, addressing the accessibility barriers within the existing arrangements. It will also improve connectivity between employers and local/regional labour markets.
- 1.2.4 This direct investment in enabling infrastructure will lever in private sector follow-on investment in site specific infrastructure work and subsequent construction activity to bring forward commercial development, which has stalled, by providing critical access infrastructure from the strategic road network and delivery programme certainty for this infrastructure. Notably, it will

facilitate follow-on investment by the private sector at Mossend International Rail Freight Park, a national level rail freight facility which will deliver modal shift from direct road to rail for freight traffic, along with associated economic development activity and jobs. The expansion of rail freight activity at Mossend Rail Head Terminal has the potential to achieve national level carbon savings of c420,000 tonnes per annum, making a significant contribution to the transition towards net zero carbon emissions. The direct investment will also improve the marketability of vacant commercial floorspace at Eurocentral and Maxim Office Park by improving connectivity and accessibility by sustainable transport.

- 1.2.5 The Project supports the Clyde Green Freeport bid (which includes business and industrial sites to the north and south of the A8 at Orchard Farm/Mossend) and will support the realisation of sustainable rail freight and associated economic development potential in the area. The Project will therefore assist to deliver significant positive economic and net zero carbon impacts at the local, regional and national levels, as is detailed within the Strategic and Economic Case.
- 1.2.6 The physical direct Project Deliverables and the outcomes and indirect deliverables these will support, are detailed below. These will be delivered via the City Deal investment and other funding which will support delivery of the Orchard Farm Roundabout.

Direct Project Deliverables: New and upgraded infrastructure

- Construction of one new multi-use four arm roundabout junction on the A8 at Orchard Farm, Associated drainage, landscaping and lighting;
- 450m (0.45km) of access road linking from this roundabout junction to the existing Transport Scotland overbridge over the M8;
- 10KM of strategic active travel route infrastructure (new shared use footways/cycleways alongside main and secondary local road networks). Associated lighting, drainage, landscaping and infrastructure to enable future digital connectivity improvements via high-speed fibre broadband along the routes;
- Improvements to 1km of existing shared use paths to increase safety;

- 1.2.7 The Project is expected to lever in substantial indirect deliverables. These are listed below:

Indirect Project Deliverables

- Economic activity unlocked including at Mossend International Railfreight Park (65ha), Mossend Railfreight Terminal (35ha); the Former Shanks and McEwan site (industrial development on a 2.57ha brownfield site); Carnbroe Business Development site (12.23ha site with preferred use for manufacturing and/or general industrial). This will lever in significant follow-on private sector investment, with associated further one-off (construction) and continuous employment benefits;
- Improved marketability of long term vacant commercial floorspace at Maxim Office Park and Eurocentral (c465,000 sq ft);
- Improved access to jobs at strategic employment sites from local communities and the wider city region with resultant employment benefits and a more economically active population.

Project Need

- 1.2.8 The Strategic Case for the Project was demonstrated in the July 2015 Strategic Business Case (SBC) and within the Eurocentral Infrastructure OBC in 2017. The Strategic Case as presented within both of these documents has been reviewed and revisited and has been found to remain relevant with no significant changes. Some key updates in policy and strategy context are however notable and have influenced a review of the preferred option for the Eurocentral sub-project.

- 1.2.9 The key problem and need that the Project seeks to address relates to access and the barriers to employment, economic development and rail freight growth along the A8/M8 Corridor created by poor connectivity to the strategic road network at Orchard Farm and poor connectivity to strategic employment locations from surrounding communities and public transport modes. Combined, these factors are constraining economic growth, constraining sustainable freight growth and constraining economic opportunities. The Project will address these constraints of inadequate infrastructure.
- 1.2.10 The strategic need for the Project is based on:
- Improving access to major strategic employment sites to facilitate local employment opportunities and facilitate employment growth;
 - Providing opportunities in an area with high population density and higher than average levels of unemployment and Job Seekers Allowance (JSA) claimants;
 - Addressing key barriers and constraints relating to deprivation, transport poverty and lack of public transport and active travel links to employment;
 - Addressing key barriers to economic development relating to lack of access between major commercial development sites and the strategic trunk road network, and a lack of programme certainty for delivery of strategic road access for prospective developers and investors;
 - Facilitating growth in rail freight, supporting greater integration of freight movements and mode shift of freight from road to rail; and
 - Supporting delivery of the Net Zero Carbon agenda, by facilitating growth in rail freight, facilitating mode shift of freight from road to rail, and facilitating modal shift of commuting journeys from private cars to sustainable transport.

Market Failure

- 1.2.11 The principal market failure within the A8/M8 Corridor between Mossend and Newhouse, relates to the need for investment in infrastructure to deliver connections and enhancements to the surrounding public transport infrastructure network.
- 1.2.12 Without strategic investment, market failure will be reinforced. Access infrastructure to strategic economic investment and low carbon rail freight locations will be delayed or may not advance. This will impact on economic and employment growth in the area and across the wider city region and will impact on capacity to transition to net zero by limiting rail freight growth. A lack of programme certainty on when critical road access infrastructure will be delivered, will not provide the confidence needed for prospective developers and market interests to commit to locating at these sites and bring forward developments.
- 1.2.13 A funding gap has been identified for the critical road junction enabling infrastructure on the public trunk road network which the private sector is unable to meet, as it is unable to invest in the provision of infrastructure on a public trunk road asset. Non-excludability and non-rival consumption also jointly create a disincentive for private sector investment.
- 1.2.14 Public sector intervention is required to address the market failure and bridge the funding gap to deliver public goods in the form of enabling infrastructure.

Preferred Option

- 1.2.15 A detailed and comprehensive options appraisal has been undertaken for the Project, including consideration of a range of possible Scope solutions at sub-project level. Options for Delivery Solutions, Implementation and Funding have also been considered.

1.2.16 The Preferred Option for the Project, which delivers against the Project Objectives and Critical Success Factors is summarised below:

- **Scope:** Option B – Orchard Farm Roundabout and 10km of Strategic Active Travel Improvements in and around Mossend/Eurocentral/Newhouse
- **Solution:** Physical intervention – full scheme (Eurocentral and Orchard Farm sub-projects)
- **Delivery:** Private sector (MIRP Partnership) procure and deliver Orchard Farm Roundabout and NLC procure and deliver sustainable transport infrastructure
- **Implementation:** Phased delivery. Single contract for the Orchard Farm Roundabout and site access works (private sector); single contract for sustainable transport works (NLC)
- **Funding:** Public funding (part); GCR City Deal funding contribution (£2,200,000) to Orchard Farm Roundabout (remaining costs to be met by other funding – landowners); GCR City Deal and NLC funding of sustainable transport infrastructure (£4,278,502).
- **Value for Money:** Public Sector BCR – 54.6; Public and Private Sector BCR – 5.5

1.3 Project Costs

1.3.1 The Project will be funded through capital funding committed by the GCR City Deal to support the delivery of 21 Infrastructure Investment Fund projects, including the A8/M8 Corridor Access Improvements Project, North Lanarkshire Council and other private sector funding (for the remaining Orchard Farm roundabout project costs). The funding profile for the Project is.

- Eurocentral Access Infrastructure Sub-Project:
 - o GCR City Deal (86%) - £3,679,512; NLC (14%) – 598,990
- Orchard Farm Roundabout Sub-Project (GCR funding contribution):
 - o GCR City Deal: (86%) – £1,892,000; NLC (14%) £308,000; and
- Orchard Farm Roundabout Sub-Project (remaining project costs):
 - Private sector (landowners) funding - secured: £3,000,000.

1.3.2 In accordance with the principle of the GCR City Deal Infrastructure Fund, NLC will contribute up to 14% of the city deal funded capital costs (£906,990) with the remainder being met by the Fund (£5,571,512). NLC funding contributions to the delivery of the Programme are allocated within Council capital budget and are therefore secure.

1.3.3 A funding agreement will be entered into between North Lanarkshire Council and the MIRP Partnership relating to the proposed funding contribution to eligible construction costs for the Orchard Farm roundabout. Delivery of the roundabout infrastructure by the MIRP Partnership, in conjunction with other site enabling works, will enable programme, delivery and cost efficiencies to be realised. The remaining project funding required for the Orchard Farm roundabout sub-project will be provided by the private sector (landowners) and is secured. The Project Funding is summarised in Table 1.1.

1.3.4 Full detail on the breakdown of Project Costs is provided within the Financial Case. The proposed contribution to the Orchard Farm roundabout sub-project is fixed. Within the Eurocentral sub-project project cost estimate, allowances have been made for contingency and inflation on design and construction costs (10% and 5% respectively), and for optimism bias at 16%.

Table 1.1 Project Funding

Funding Type	Funding Source	Cost (£m)	Delivery Timescale
GCR City Deal Approved Project Cost: A8/M8 Corridor Access Improvements Project £6,478,502			
Capital Investment (CD)	NLC Committed 14%	£906,990	2022-2024
Capital Investment (CD)	GCR City Deal 86%	£5,571,512	2022-2024
		£6,478,502	
Other funding (Orchard Farm Roundabout)	Private Sector (landowners) 100%	£3,000,000	2022 – 2024
Total Direct Project cost		£9,478,502	
GCR City Deal Funding Required			
Capital Investment (CD)	Total SBC Funding Approved	£484,000	2015-2022
Capital Investment (CD)	Total OBC Funding Sought (for further project development and enabling works)	£715,000	2022-2024
Capital Investment (CD)	Project Funding to be sought at FBC Stage (across two sub-project FBCs)	£5,279,502	2022-2024
GCR City Deal Funding Required (sub-project level)			
Project Aspect	SBC Funding Approved	OBC Funding Sought	Remaining Project Budget
Orchard Farm Roundabout	£84,000	£0	£2,116,000
Eurocentral Access Infrastructure	£400,000	£715,000	£3,163,502
Totals:	£484,000	£715,000	£5,279,502

1.4 Key Milestones

- 1.4.1 The Project Schedule within the Management Case details the key approval, design, procurement and delivery stage milestones. It is projected that the Orchard Farm Roundabout sub-project, which is at an advanced stage of design development and approvals status, will be procured over 2022/23 and delivered over 2023/24, subject to Full Business Case approval. The Eurocentral sub-project is at an earlier stage of project development, with procurement and progression of detailed design required prior to scope finalisation and works procurement. It is projected that the design and approvals stage of this sub-project will progress over 2022 and 2023, with works procurement progressing late 2023 for delivery in 2024, subject to Full Business Case approval. The Project Schedules at sub-project level are provided at Table 1.3 and Table 1.4. Direct project infrastructure deliverables are expected to be open for use by 2024 (Orchard Farm Roundabout) and 2025 (strategic active travel routes).

Table 1.2 Project Schedule: Orchard Farm Roundabout

Orchard Farm sub-project	2022/23				2023/24				2024/25			
Project Schedule	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
OBC & Approvals												
Procurement /Tender Action												
Prepare & submit FBC												
Site Works												

Table 1.3 Project Schedule: Eurocentral

Eurocentral sub-project	2022/23				2023/24				2024/25			
Project Schedule	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
OBC & Approvals												
Procurement /Tender Action (Services)												
Progression of Detailed Design and Tender Prep												
Procurement / Tender Action (works)												
Prepare and submit FBC												
Delivery of works												

1.5 Value for Money and Anticipated Benefits

- 1.5.1 The Project directly contributes to the economic outcomes set out in the GCR Infrastructure Fund: Economic Case by delivering the following quantifiable economic and infrastructure benefits, discounted and over the 25 year City Deal assessment period. At the City Region level, from a public sector perspective, the combined project generates a significant return with a positive Public Sector BCR of 54.6 for the preferred option. This is largely driven by the high value of private sector investment leveraged. This means that for every £1 of public sector money spent, £54.60 net additional GVA is generated in the City Region. When considering the Combined Public and Private Sector CBA, the project still generates a positive return, with a BCR of 5.5.
- 1.5.2 The Public Sector BCR is significantly high. This is driven by the relatively small public sector contribution leveraging value from the private sector in the form of accelerated and increased investment. The high BCR reflects the relatively low public sector funding requirement identified to address the critical infrastructure constraint of access from the strategic trunk road network. This infrastructure will enable market interest and subsequent follow-on private sector investment in strategic development sites to be realised. No other public sector investment has been identified or committed across the sites at this stage. Within BCR calculations, benefits realisation has therefore been attributed on the basis of the public sector intervention value presented within this OBC, with no double counting. Of note, is the significantly lower (yet still positive value for money) Public/Private Sector BCR which measures the efficiency of use of society's resources. This BCR is more consistent with other similar infrastructure proposals. At Full Business Case stage for the Orchard Farm Roundabout sub-project, should further public sector investment be committed to other aspects of enabling infrastructure for the attributed sites, this will be taken into account for final Public Sector and Public/Private Sector BCR calculations.

1.5.3 Table 1.4 provides a summary of the key economic impacts for the Preferred Option. Table 1.5 provides a summary of Follow-on Activity leveraged by the City Deal investment. The following benefits are also expected to be realised as a result of the investment.

- 1no Junction (new).
- 10KM of Cycle / Pedestrian Routes created
- 102.57ha area of site reclaimed, redeveloped or assembled
- 102.57ha Vacant and Derelict Land Brought back into use/ removed from SVDL Register
- 59,655 sqm General Industrial (Class 5) Floorspace
- 166,000 sqm Storage and Distribution (Class 6) Floorspace
- Wider benefits from active travel investment, including improved health and wellbeing benefits

Table 1.4 Preferred Option: summary of key economic impacts

Category	Economic Impact	Result
GVA	Net Direct at GCR by 2035	£469.6m NPV
	Net Direct at Scotland level by 2035	£458.4m NPV
	Net Additional at GCR by 2035	£201.2m NPV
	Net Additional at Scotland Level by 2035	£173.7m NPV
	Net Direct at GCR over 25 years	£1,288.9m NPV
	Net Direct at Scotland level over 25 years	£1,256.0m NPV
	Net Additional at GCR over 25 years	£388.8m NPV
	Net Additional at Scotland Level over 25 years	£299.1m NPV
Benefit Cost Ratio	Total Public Sector Costs by 2035	£6.2m NPV
	Total Public Sector Costs over 25 years	£6.2m NPV
	Detail of the figures (benefits and costs) used to calculate the BCR over a 25-year period at GCR level	54.6; As per Economic Case
Construction Employment – Short Term	Gross Enabling Infrastructure Development Jobs at GCR (Person Years of Employment) by 2035	60 PYEs
	Net Additional Enabling Infrastructure Construction Jobs at GCR (Person Years of Employment) by 2035	40 PYEs
	Gross Development/Follow On Construction Jobs at GCR (Person Years of Employment) by 2035	1,630 PYEs
	Net Additional Development/Follow On Construction Jobs at GCR (Person Years of Employment) by 2035	480 PYEs
Operational Employment – permanent jobs	Gross Operational FTEs by 2035	3,410 FTEs
	Net Additional FTEs by 2035	500 FTEs (GCR)
	Direct Project Private Sector Investment by 2035 (£m)	£2.9m NPV

Private Sector Investment	Net Additional Private Sector Investment (Follow-on developments) by 2035	£52.7m NPV
Other Public Sector Investment	Additional Public Sector Investment leveraged in support of the enabling infrastructure or follow-on activity	£0.0m NPV
	Additional Public Sector Investment not foreseen at the time of OBC and benefit analysis	£0.0m NPV

Table 1.5 Follow-on activity leveraged

Orchard Farm Roundabout Subproject				
	Counterfactual Option	Option 1		
Floorspace Delivered (sqm)	MIRP – 178,500 MRT – 7,225 SM – 7,155	MIRP – 210,000 MRT – 8,500 SM – 7,155		
Assumed timescales for delivery and occupancy	MIRP – 2027 to 2041; 80% occupancy assumed by 2045 MRT – 2027 to 2036; 100% occupancy by 2038 SM – 2027 to 2032; 100% occupancy by 2032	MIRP – 2024 to 2035; 90% occupancy assumed by 2046 MRT – 2024 to 2029; 100% occupancy by 2031 SM – 2024 to 2029; 100% occupancy by 2029		
Eurocentral Subproject				
	Counterfactual	Option 1	Option 2	Option 3
Assumed annual rate of occupancy (percentage of vacant floorspace)	3.92%	4.06%	4.12%	4.00%
Total floor space occupied	31,930 sqm	33,047 sqm	33,526 sqm	32,568 sqm

1.6 Management Arrangements

- 1.6.1 Project development and delivery will principally be managed by internal resources within the multi-disciplinary Enterprise Projects Team, with management oversight provided by North Lanarkshire Council's internal City Deal Board, which meets on an eight-weekly basis. The internal structures are supported by external partnership structures set up for the Orchard Farm sub-project project, with a MIRP Partnership in place to oversee delivery of essential enabling infrastructure for the MIRP development. A project team has been assigned to the Project.
- 1.6.2 A Funding Agreement will be established between North Lanarkshire Council and the MIRP Partnership as the preferred delivery body for the Orchard Farm sub-project. The terms and conditions of the Funding Agreement will ensure that the delivery body achieve the required project and funding contribution outcomes to the quality and timescale required, and that the funding contribution is used for specified eligible construction costs only.

- 1.6.3 The Project has sustainability as a key focus, with improving access to strategic employment sites by sustainable transport, creating lasting sustainable transport infrastructure and facilitating modal shift of freight traffic from road to rail identified as Project Objectives. The Project will therefore assist to deliver the transition towards net zero carbon, at a local/regional level and at national level (by facilitating growth in net zero carbon logistics) and will contribute to the wider sustainability agenda.

1.7 Approval Sought

- 1.7.1 Table 1.6 details the funding sought to further develop the Project to FBC stages. As the Eurocentral Infrastructure OBC is now superseded, the £4,000,000 previously approved under that OBC for project development and enabling works is no longer valid. Approved for a revised project development sum of **£715,000** is now sought to progress detailed design work, service investigations and diversions, other enabling works and to cover internal project management fees, allowances for contingency, inflation and optimism bias on services contracts.
- 1.7.2 No further funding is sought within this OBC for developing the Orchard Farm sub-project to Full Business Case. Sufficient funding remains within the approved project funding of £84,000 at SBC stage, allocated to development of this sub-project, to meet projected external and internal fees costs between OBC and FBC stages.

Table 1.6 OBC Funding Approval Sought

A8 M8 Corridor Access Improvements: Funding Approved and Sought				
Project Aspect	SBC Funding Approved	OBC Sought	Funding	Remaining Project Budget
Orchard Farm Roundabout	£84,000	£0		£2,116,000
Eurocentral Access Improvements	£400,000	£715,000	GCR City Deal (86%) NLC (14%)	£3,163,502
Totals	£484,000	£715,000		£5,279,502

- 1.7.3 Approval is also sought for the following Scope, Delivery and Funding aspects of the Project:
- Revised scope for the Eurocentral sub-project, through delivery of the updated preferred option (Strategic Active Travel Network Routes) detailed within the Economic Case;
 - Proposed funding approach to the Orchard Farm Roundabout sub-project, comprising a fixed funding contribution of £2,100,000 towards the capital construction costs of a new roundabout junction on the public trunk road network; and
 - Proposed delivery approach to the Orchard Farm Roundabout, comprising delivery of the infrastructure works by the MIRP Partnership, with the GCR City Deal Funding Contribution allocated to eligible roundabout construction works and governed by a Funding Agreement to be put in place between North Lanarkshire Council and the MIRP Partnership.
- 1.7.4 It is recommended that Cabinet approve this Outline Business Case for the A8/M8 Corridor Access Improvements Project and the revised amount of Glasgow City Region City Deal sought at OBC stage of **£715,000**. Note that this represents a downturn of £3,285,000 on the £4,000,000 previously approved under the Eurocentral Infrastructure OBC. Approval for the remaining funding within the £6,478,502 project budget, will be sought at FBC stage for the two sub-projects within this OBC.