

Wester Hailes Healthy Living Centre, Edinburgh

Finance and Resources Committee

31 July 2012

1 Purpose of report

- 1.1 To update Committee on the progress in developing Wester Hailes Healthy Living Centre (WHHLC) and to respond to Councillor Wilson's motion requesting information on the progress of the development focusing on securing suitable access across/under the local railway line.
- 1.2 To update Committee on the safety concerns raised by the local community regarding the design of the underpass.

2 Main Report

Healthy Living Centre Progress

- 2.1 The WHHLC is a joint venture with NHS Lothian to provide integrated health and social care facilities to Wester Hailes and surrounding areas. The centre will offer accommodation for Local Authority staff from Children and Families (C&F), Health and Social Care, (H&SC) and for local Medical Practice and aligned Primary Care services from the NHS. It will create a model for integrated service delivery.
- 2.2 The WHHLC is on site and progressing on programme and due for completion in Autumn 2013.

Approved Underpass Progress

- 2.3 As part of the overall development, the Council achieved planning consent (10/03606/FUL) on 10 March 2011 to improve the pedestrian access under the railway.
- 2.4 While the existing underpass links the rear of the Westside Plaza Shopping Centre to Harvesters Way, it has a steep set of steps on the north side of the railway and is poorly lit. The underpass improvements approved by Planning aim to address these issues, to provide a safe and accessible means of linking the WHHLC and Westside Plaza, as well as providing a key link for local residents.
- 2.5 Agreement has been made with AWG Property Ltd (AWG) for the Council to lease three car parking spaces in the shopping centre car park on a long term basis from AWG (Landlord of the Shopping Centre) and an additional six car

parking spaces will be leased for the duration of the ramp construction.

- 2.6 All required consents are in place to allow Hubco to complete the underpass concurrently with the completion of the WHHLC. Construction of the underpass is programmed to commence on 30 July 2012.

Community Concerns

- 2.7 At a joint Neighbourhood Partnership meeting held on 6 June 2012, views were expressed that the approved design for the ramp fell short of expectations. The main concern being safety related with an opinion that a straight ramp would be a more satisfactory solution. This would eliminate the numerous switchbacks and hidden corners on the ramp.
- 2.8 In order to deliver this proposal, there will be a requirement to lease a minimum of 20 car parking spaces from AWG at cost of circa £10k per annum.
- 2.9 To deliver a straight ramp, a revised design will have to be developed for agreement with AWG and Planning Approval will have to be obtained. A significant change to the contract of this nature has the potential to attract a claim for disruption and delay. Our development partner, Hubco, have indicated that they would work closely with the project team to mitigate the impact of any such claim.
- 2.10 The delay associated with stopping work on the current approved ramp and investigating other options make it likely that the WHHLC would be complete and operational before the ramp is completed.

Development of Remaining Site

- 2.11 The remainder of the site (2.65a) will be developed for affordable housing. Discussions are currently underway with a Housing Association that is exploring a mixture of house types and tenures.

3 Financial Implications

- 3.1 The costs of the approved, ramped, underpass is contained within the overall programme budget. However there is a potential for claim associated with delaying construction while other options are investigated.
- 3.2 The costs associated with a revised underpass scheme will be dependent on the outcome of discussions with AWG and the resulting design. Early estimates indicate an additional capital cost of circa £600k. This cost cannot be contained within the current approved budget. The cost of funding this level of expenditure through prudential borrowing is £51k pa. Agreement would have to be reached by the parties occupying the facility on arrangements to apportion such a cost.

4 Equalities Impact

- 4.1 The proposed underpass options will be fully considered during the Equalities and Rights Impact Assessment which will be used to inform the preferred option.

5 Environmental Impact

5.1 There are no adverse environmental impacts arising from this report. As part of the contract, Hubco and their Tier 1 contractor are responsible for returning the soft landscaping in the area to the original condition. The Council has taken survey photos to ensure records are kept.

6 Recommendations

6.1 It is recommended that the Committee:

- a) approves the suspension of works to the original underpass scheme and the development of feasibility designs for alternative options;
- b) approves the additional capital budget noting the additional £600k will need to be funded by prudential borrowing. This will require revenue funding of £51k per annum jointly by the occupying services. Committee notes that if agreement cannot be reached, or if the preferred option exceeds the budget estimate, a further report will be submitted to Committee;
- c) refer this report to council for the approval of prudential borrowing on the basis that the occupying services identify a revenue budget to meet the £51k annual ongoing costs; and that
- d) notes that the occupying services will also provide ongoing annual revenue funding of £10k to fund the lease of the 20 car parking spaces required to construct the underpass.

Mark Turley
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Appendices	None
Contact/tel./Email	Peter Almand, Senior Project Manager- Tel 529 5924 Peter.Almand@edinburgh.gov.uk
Wards affected	7 & 2 – Pentland Hills & Sighthill / Gorgie
Single Outcome Agreement	We value and enjoy our built environment and protect it and enhance it for future generations