

To: Infrastructure, Land and Environment Policy Board
On: 7 June 2017

Report by: Director of Development and Housing Services

Heading: Proposed Compulsory Purchase Powers, City Deal

1. Summary

- 1.1 The Leadership Board approved the Outline Business Case (OBC) for the Clyde Waterfront and Renfrew Riverside Project (CWRR) and the Glasgow Airport Investment Area Project (GAIA) on 30 November 2016. The City Region Cabinet approved both OBCs on 12 December 2016 and authorised funding of £10.84m (CWRR) and £6.64m (GAIA) to progress the Projects and develop Final Business Cases, including funding for land acquisition.
 - 1.2 A third phase of consultation has been completed as part of the Statutory Process for major planning applications, ahead of the submission of applications for Planning Permission for both CWRR and GAIA in June 2017.
 - 1.3 In order to further progress both Projects in line with the programme it is necessary to commence land assembly. Voluntary negotiations are ongoing with the owners of key sites. Authority is sought to widen voluntary negotiations to other landowners and to authorise the use, in principle, of compulsory purchase powers, if necessary, to allow the acquisition of sites and interests where voluntary acquisition has not been possible. Further reports will be brought back to Board prior to the acquisition of any land interests and/or the publication of any Compulsory Purchase Orders (CPOs).
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2. Recommendations

It is recommended that Board:-

- 2.1 Agree that the Director of Development and Housing Services and Director of Finance and Resources seek to voluntarily acquire the required sites and interests for CWRR and GAIA.
 - 2.2 In the event that negotiations for voluntary acquisition of sites and interests has not been possible, authorise the use, in principle, of compulsory purchase powers.
 - 2.3 Note that before CPO powers are implemented a further report would be brought to this Board for approval detailing the sites and interests and the owners.
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3. Background

- 3.1 The Clyde Waterfront and Renfrew Riverside (CWRR) project comprises a new opening bridge across the River Clyde, the Renfrew Northern Development Road, new cycle routes aimed at providing improved access to development opportunities, employment, education, health and leisure locations. The Project will link the communities of Renfrew, Yoker and Clydebank.
- 3.2 The Glasgow Airport Investment Area Project (GAIA) comprises the realignment of Abbotsinch Road to facilitate new development opportunities and business growth associated with the airport. It also provides new and improved connections between the Westway, Inchinnan and Airport Business Parks with the provision of a new bridge across the White Cart at Wright Street and new off-road cycling infrastructure
- 3.3 A third phase of consultation has recently been completed as part of the statutory process for major planning applications, ahead of the submission of applications for planning permission for both CWRR and GAIA in June 2017.
- 3.4 A 'Proposal of Application Notice' (PAN) for both projects, was submitted on 17 March 2017. The third phase of consultation followed previous (non statutory) engagement events held in May and December 2016.
- 3.5 In parallel with the planning process, in order to further progress both Projects it is necessary to commence land assembly. Voluntary negotiations are ongoing with the owners of key sites. Authority is sought to widen voluntary negotiations to other landowners and to authorise the use, in principle, of compulsory purchase powers, if necessary, to allow the acquisition of sites and interests where voluntary acquisition has not been possible.

- 3.6 The Council is adopting a 'twin track' approach to land acquisition. The Council is pursuing acquisition of land required for the project on a voluntary basis while at the same time progressing with the preparation of draft compulsory purchase orders. These orders would be used as a fall back in the event of failure to reach agreement with the affected parties. It is common for acquiring authorities to take this approach in order to provide a greater degree of certainty on programme should voluntary negotiations falter and is recommended by Scottish Government guidance (Planning Circular 6/2011). Further reports will be brought back to Board prior to acquisition of any land interests and/or the promotion of any Compulsory Purchase Orders.
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4. **CWRR**

- 4.1 The location of the opening bridge was partly driven by public feedback from the May 2016 events. As well as being the most popular location with survey respondents, the westernmost corridor option (Lobnitz Dock to Rothesay Dock) performed best in terms of being considered most suitable for development potential, for accommodating revised traffic flows in the area, reducing the potential through traffic to route via Renfrew Cross and to minimise impact on existing residential areas.
- 4.2 Concerns expressed by survey respondents about the potentially adverse impact on ecology and wildlife in the Blythswood, were taken into account when determining the preferred alignment of the Renfrew North Development Road. As well as being the most direct and efficient engineering solution, the preferred alignment, which skirts the edge of the woodland, minimises any adverse impact on the Blythswood and arguably has a positive impact in terms of making it a safer and more accessible space.
- 4.3 Views expressed by the public and consultees also played a part in the decision to extend the cycle routes to include a link from the opening bridge to Dock Street and onwards to Yoker Station, thereby providing a connection to rail services to cyclists from the south side of the River Clyde.
- 4.4 A detailed transport modelling exercise has been undertaken to assess and report on the predicted impact of the CWRR project on future traffic flows and will be included in the environmental impact assessment.
- 4.5 An initial summary of emerging key issues arising from the Environmental Impact Assessment confirmed;
- A 20-35% reduction in peak traffic at Renfrew Cross compared with current levels due to relief provided by the Renfrew North Development Road
 - Cross Clyde journey times between Yoker and Renfrew reduced by approximately 50%

- No significant adverse affect on local habitats or ecology. Mitigation proposals for any affects will be outlined in the environmental statement.
- 4.6 The key statistics from the December 2016 consultation events for CWRR include;
- 85% were found to believe that the CWRR project will have positive outcomes for the area, showing considerable support for the project
 - 84% have agreed the project will improve their access to facilities on the other side of the River Clyde, including healthcare, education, employment locations and public transport
 - 88% thought the new opening bridge and associated works, have the potential to create jobs and help businesses expand
 - 81% of respondents were supportive of the proposed location of the opening bridge
 - 85% of respondents were supportive of the proposed route for the Renfrew Northern Development Road avoiding Renfrew Town Centre.
- 4.7 At the time of writing the responses from the third round of statutory consultation in relation to the planning application are still being collated. Responses assessed to date show 95% of respondents being in favour of the CWRR project.
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5. GAIA

- 5.1 The junction at Abbotsinch Road / Greenock Road / Inchinnan Road will be modified (subject to agreement with Historic Environment Scotland on alterations to the listed White and Black Cart masonry arch bridges) to optimise the performance of the junction and minimise delays and queuing. This is due to concerns expressed by survey respondents about this junction.
- 5.2 Views expressed by the public and consultees (including Sustrans) were a key factor in the choice of off-road cycling facilities as opposed to an on-road solution, as was the decision to include the design of a new cycle / pedestrian bridge across the Black Cart, the construction of which is subject to external funding contributions being secured.
- 5.3 An initial summary of emerging key issues arising from the environmental impact assessment confirmed;
- Significant elimination of HGV traffic on Porterfield Road (due to Wright Street link) leading to reductions of HGV traffic on Paisley Road
 - No significant adverse affect on local habitats or ecology. Mitigation proposals for any affects will be outlined in the environmental statement

5.4 The key statistics from the December events include;

- 85% thought the realignment of Abbotsinch Road to have the potential to create significant employment opportunities through the development of sites neighbouring Glasgow Airport;
- 85% agreed a new crossing of the White Cart will better link businesses and reduce commercial traffic on residential roads such as Porterfield Road;
- 90% of respondents believe that the installation of off-road cycleways throughout the improved and upgraded road network will encourage cycling; and
- 86% of respondents believed that the package of proposed new infrastructure components, including roads, a bridge and cycleways, would improve connections between residential and employment centres.

5.5 At the time of writing the responses from the third round of statutory consultation in relation to the planning application are still being collated. Responses assessed to date show 97% of respondents being in favour of the GAIA project.

Implications of the Report

1. **Financial** – Costs associated with acquisitions are included in project budgets and will be brought to a future board
2. **HR & Organisational Development** – N/A
3. **Community Planning** –

Community Care, Health & Well-being – By linking the communities of Renfrew, Yoker and Clydebank the CWRR project will provide improved connections between key educational and health centres, such as: Queen Elizabeth University Hospital; Golden Jubilee Hospital; West College Scotland (Clydebank and Paisley Campuses) and West of Scotland University. The GAIA development will facilitate new development opportunities and business growth with both projects improving educational and health opportunities for people within the local communities as well as aiding employees to access these major existing and new employment centres.

Greener – The completed infrastructure will include segregated provision for walking and cycling. It will also enable improved public transport links. The cycle ways will link west between the Projects

Jobs and the Economy – the completed infrastructure will provide connectivity and access to new and existing jobs for people in our communities

4. **Legal** - Acquisition of the properties as outlined in the body of the report

5. **Property/Assets** - As per this report.

6. **Information Technology** – none

7. **Equality & Human Rights** –

The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** - none

9. **Procurement** – none

10. **Risk** - Should land acquisition be taken forward in due course and planning and other statutory consents not be granted or Glasgow City Region funding for the projects is not approved at Final Business Case stage, the Council may have acquired ownership of property for which an alternative use / purchaser may have to be found.

11. **Privacy Impact** - none

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