

# North Lanarkshire Council Report

## Enterprise and Growth Committee

approval  noting

Ref EP/LO

Date 9 May 2019

## Ravenscraig Infrastructure North Site Assembly

**From** Pamela Humphries, Head of Planning and Regeneration

**Email** brysonk@northlan.gov.uk

**Telephone** Kate Bryson, Enterprise  
Projects Manager  
01236 632854

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### Executive Summary

Further to the inclusion of the Ravenscraig Infrastructure Access (RIA) project in the Glasgow City Region (GCR) City Deal Programme this report updates the Committee on the land requirements for RIA North with the purpose of re-establishing the approach to site assembly and obtaining permission to resume the process of land acquisition, initially by agreement.

The RIA North project will deliver improved transport links along the route of the Pan Lanarkshire Orbital Transport Corridor between Ravenscraig and the M8 by upgrading the existing A723/B799 to dual carriageway.

Approval is sought to resume the assembly of the project site ahead of securing City Deal Outline Business Case approval in order to meet the timescale of the GCR City Deal programme.

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### Recommendations

It is recommended that the Enterprise and Growth Committee:

1. Note the budget estimate for the advancement of land assembly for RIA North is £350,000;
2. Agree to land assembly being resumed in advance of obtaining City Deal Outline Business Case approval;
3. Agree in principle to the use of compulsory purchase powers if it proves impracticable or impossible to acquire all the required land interests by agreement following resumed engagement with affected landowners; and
4. Note that the resolution to make a compulsory purchase order will be the subject of a further report to Committee.

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### Supporting Documents

**The plan for North Lanarkshire**

**Ambition Statement 5:** Grow and improve the sustainability and diversity of North Lanarkshire's economy

**Appendix 1**

Location plan

## **1. Background**

- 1.1 As previously reported to Enterprise and Housing Committee in the City Deal Programme Updates, the dualling of the A723 / B799 (Carfin to Holytown), as per extant planning approval ref 13/01279/FUL, is being progressed under the GCR City Deal programme following approval of a revised Strategic Business Case in December 2017 for the Pan Lanarkshire Orbital Transport Corridor to include the dualling proposal, now entitled Ravenscraig Infrastructure Access (RIA).
  - 1.2 Ravenscraig Infrastructure Access (RIA) North will deliver improved transport links along the route of the Pan Lanarkshire Orbital Transport Corridor between Ravenscraig and the M8 by upgrading the existing A723/B799 to dual carriageway with alterations to intermediate roundabout junctions, the provision of a footway /cyclepath and a replacement footbridge crossing over the dual carriageway at Legbrannock. The location of the project site is shown in Appendix 1.
  - 1.3 Prior to inclusion in the City Deal Programme, RIA North had been progressed to specimen design with detailed planning permission granted in 2013 and works to provide a new bridge structure on the Glasgow to Edinburgh (via Shotts) railway line completed in 2014.
  - 1.4 Policy and Resources Committee in 2012 and 2014 approved the acquisition of land needed for the construction of the rail bridge structure and the promotion of a compulsory purchase order to assemble the rest of the project site, which at the time comprised 54 plots in approximately 30 different ownerships.
  - 1.5 The number of plots to be acquired has subsequently reduced as transactions to purchase land for the advanced construction of the bridge structure were completed and further acquisitions were made on a voluntary basis, up to 2015, as the opportunity arose. Since 2015, following a review of the site boundary and land title checks, the remaining number of plots to be acquired has reduced further.
  - 1.6 While the land needed to construct the rail bridge was successfully acquired through voluntary agreement, the promotion of a compulsory purchase order to assemble the rest of the site was not pursued. This was due to increasing uncertainty over the viability of Ravenscraig town centre, as reported to the Policy and Resources Committee (Regeneration and Infrastructure) Sub Committee in 2015, and the subsequent withdrawal of the Ravenscraig TIF (Tax Incremental Financing) scheme which was to have funded the upgrade of the A723/B799.
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## **2. Report**

- 2.1 There are currently 23 plots in 16 different ownerships that need to be acquired to facilitate the dualling of the A723/B799 between Ravenscraig and the M8. This number having reduced, as outlined at 1.5, from the 54 plots initially identified.
- 2.2 In consideration of relevant guidance on the use of compulsory purchase orders and with regard to the specific requirements of this project and the voluntary acquisitions completed to date, it is proposed to resume owner engagement with the purpose of buying land, where possible, by voluntary agreement.

- 2.3 It should however be noted that due to the following factors it is considered unlikely that all the ownership interests will be successfully acquired through negotiation: the number of sites still to be acquired; the time limited nature of the City Deal programme under which the project is to be delivered; the outcome of past owner engagement; and anticipated title issues.
- 2.4 In order to prevent any undue delay in assembling the site for construction, and to manage the associated risk to the project, it is proposed to use compulsory purchase powers under the provisions of the Roads (Scotland) 1984 Act for all sites not acquired voluntarily by a specified date.
- 2.5 Accordingly, approval to use compulsory powers is being sought in two stages with support in principle being requested prior to re engaging and negotiating with land owners with the intention of purchasing by agreement where possible.
- 2.6 In consideration of the public benefit of the proposed dualling of the A723/B799 and the impact on the ownership interests affected, compulsory purchase in principle is considered to be a proportionate response in this instance.
- 2.7 Approval to make a compulsory purchase order will be sought from Committee following the proposed period of re engagement with the land owners affected to pursue acquisition by agreement. The full justification for use of a compulsory purchase order will be provided at the time of seeking Committee resolution to make the Order.
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### **3. Equality and Diversity**

#### **Fairer Scotland**

- 3.1 By providing physical infrastructure to improve access along the line of the Pan Lanarkshire Orbital Transport Corridor between centres of population and employment sites this project will actively contribute to reducing inequalities of outcome caused by socio economic disadvantage.

#### **Equality Impact Assessment**

- 3.2 There are no impacts with regard to the remit of this report. An assessment has been carried out at a programme level with a further assessment to be carried out for RIA North.
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### **4. Implications**

#### **Financial Impact**

- 4.1 The estimated financial exposure for land acquisition is £350,000. This sum includes a provision to cover claimants' fee costs, which would be reimbursable if the land is subject to compulsory purchase.
- 4.2 At the time of seeking committee resolution to promote a compulsory purchase order the budget will be reviewed on the basis of re-valuing the land acquisitions outstanding at that time in consideration of the date of the general vesting declaration and including provision for compensation payments.

- 4.3 The Council aims to submit an Outline Business Case for the Ravenscraig Infrastructure Access (RIA) for approval by GCR City Deal Cabinet in February 2020. Expenditure will be funded through a combination of City Deal grant and Council contributions as outlined in the report approved at Policy & Strategy Committee on 21 March 2019

**HR/Policy/Legislative Impact**

- 4.4 The council would seek a compulsory purchase order under the provisions of the Roads (Scotland) Act 1984 to acquire land from owners where it is not practicable or possible to acquire the land by agreement.

**Environmental Impact**

- 4.5 There are no specific environmental impacts identified in relation to acquiring the land within the project site.
- 4.6 The environmental impact of the RIA North project has been assessed and mitigation measures identified in the published Environmental Statement to extant planning permission ref 13/01279/FUL.

**Risk Impact**

- 4.7 The delivery of the RIA North project and realisation of the associated economic benefits is dependent on the required land being assembled.

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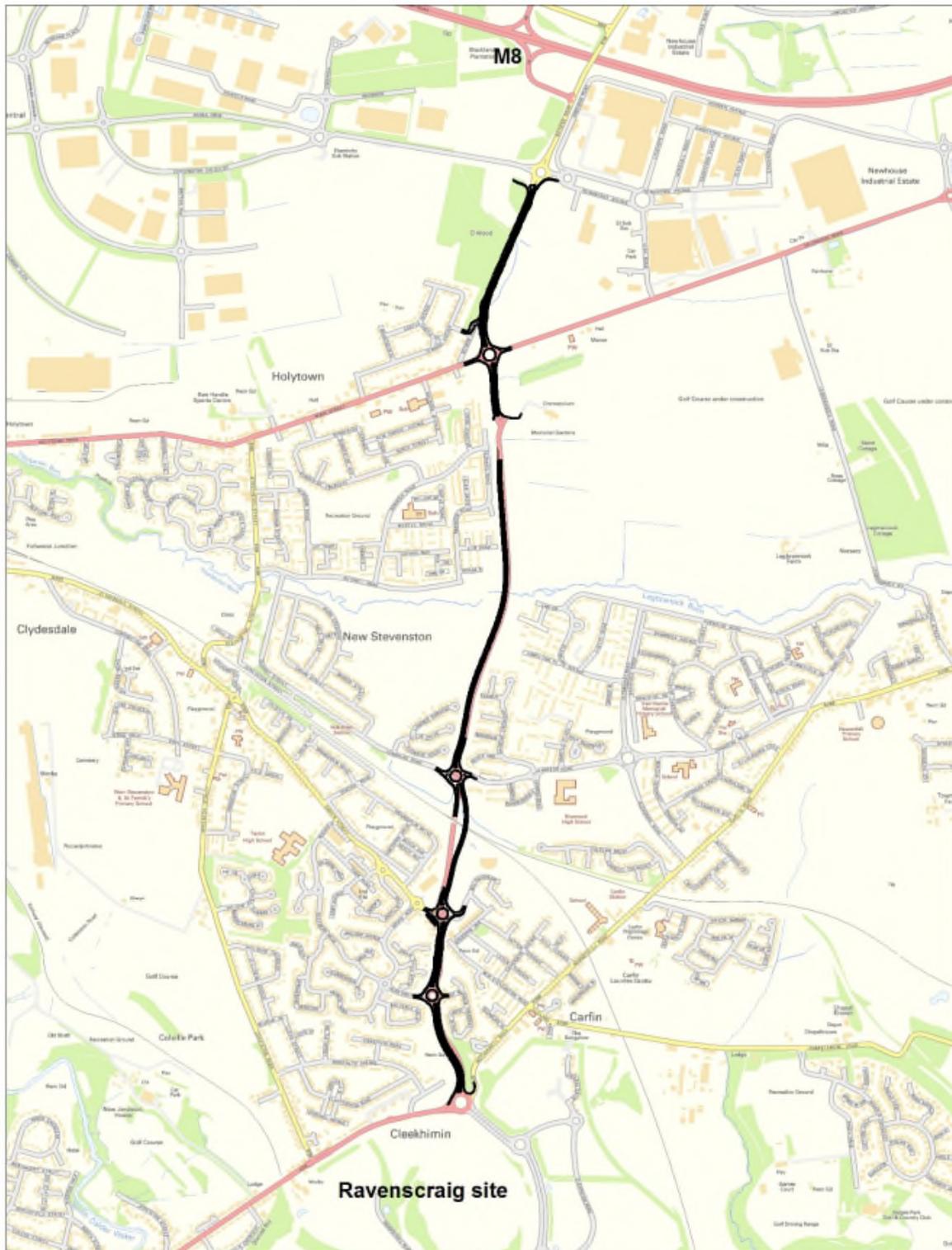
**5. Measures of Success**

- 5.1 The project site will be assembled enabling the delivery of improved physical infrastructure and the realisation of associated economic benefits.
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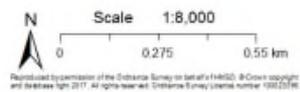


**Pamela Humphries**  
**Head of Planning and Regeneration**

# Appendix 1



## Ravenscraig Access Infrastructure (North)



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