THE RENFREWSHIRE COUNCIL (GLASGOW AIRPORT INVESTMENT AREA, CITY DEAL) (NUMBER ONE) COMPULSORY PURCHASE ORDER 2018 STATEMENT OF REASONS

THE RENFREWSHIRE COUNCIL

ROADS (SCOTLAND) ACT 1984

THE ACQUISITION OF LAND (AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947

Dated: 5th February 2018

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1. INTRODUCTION

- 1.1 This document is the Statement of Reasons of Renfrewshire Council ("**the Council**") prepared in connection with a compulsory purchase order made by the Council, entitled The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018 ("**the Order**") which is to be submitted to the Scottish Ministers for confirmation.
- 1.2 The Statement of Reasons ("**SoR**") has been prepared in accordance with the Scottish Government guidance contained in Scottish Planning Circular 6/2011. As set out in SPC 6/2011, the use of compulsory purchase powers will only be justified where the public benefit in the proposed scheme clearly outweighs the private rights of affected parties. This SoR provides that justification in accordance with the test set out in Circular 6/2011. It sets out the reasons the Council believes the powers of compulsory purchase contained in the Order are justified and why this is in the public interest.

SCHEME BACKGROUND

- 1.3 The Glasgow Airport Investment Area ("GAIA") project is part of the Glasgow City Region City Deal, an agreement signed in 2014 to deliver a range of projects which will enable economic growth within the City Region. The GCR City Deal includes an Infrastructure Fund for a £1.13billion programme aimed at supporting new growth in the regional economy, which is expected to:
 - Deliver £2.2billion of net additional GVA per annum;
 - 29,000 new jobs throughout the City Region;
 - Improve employment opportunities for people in each Council by increasing accessibility to an average of 45,000 jobs in each council area;
 - Create approximately 15,000 construction jobs;

The City Deal investment will directly deliver infrastructure which will:

- Improve transport networks across the Glasgow and Clyde valley;
- Improve access to and deliverability of key development and regeneration sites;
- Improve public transport reliability and accessibility.
- 1.4 The Glasgow Airport Investment Area aims to become a powerhouse of economic growth for Renfrewshire and the Glasgow City Region; located close to the M8 and key commercial sites with significant economic growth potential including Glasgow Airport, Westway and Inchinnan Business Parks and Paisley and Renfrew town centres. It will provide the infrastructure and environmental improvements necessary to deliver the vision of creating an internationally recognised centre for innovation, research and advanced manufacturing within a world class business and commercial location centred on an international airport, providing 10,000 new jobs. The First Minister has announced that this is the site for the new state of the art National Manufacturing Institute for Scotland (NMIS). NMIS will be delivered in partnership through Scottish Enterprise. Partners are the Scottish Government, Scottish Enterprise, Highlands and Islands Enterprise, Skills Development Scotland, Scottish Funding Council, Renfrewshire Council and University of Strathclyde.
- 1.5 Completion of the scheme will enable the continued growth and expansion of the airport which is a national development in NPF3 and a key driver of the local and regional economy and a source of thousands of local jobs, allowing existing business

to grow and new business to be created. NPF3 notes that "Scotland's major airports provide a gateway to Scotland and in particular to the cities network. We support the enhancement of Scotlands five main airports as a national development. These gateways are important locations for investment – the national development includes business related development around Glasgow and Prestwick airports...." It continues by stating "Close to Edinburgh, Glasgow and Prestwick Airports there are significant opportunities for business development as an associated land use" therefore the proposals confirm in terms of location and description of classes of development, in terms of facilitating business, general industrial or storage and distribution use near an airport location and development involving the construction of new walking and cycling routes. The proposals are therefore considered to fully accord with the Third National Planning Framework.

- 1.6 The completed infrastructure will create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses and result in more employment opportunities for local residents and wider Glasgow City Region residents.
- 1.7 The infrastructure being delivered as part of this project provides a new alignment of Abbotsinch Road, including improved connections with the existing road network, a new public road bridge across the White Cart and improved facilities for public transport, cyclists and pedestrians and opens up 59.6 hectares of land available for private sector investment. This land is significant in terms of economic potential and is likely to be designated as a national priority by Scottish Enterprise.
- 1.8 Through the construction of this infrastructure, the business case anticipates that the project will deliver the following benefits for the local and wider communities:
 - Up to £430m of Private Sector Investment
 - Up to 10,600 permanent additional jobs as a result of new business creation with 365 jobs during construction of the project
 - Vacant and derelict land brought back into use (60 hectares)
 - Land remediated (11.4 hectares)
 - New business space (Industrial/Storage/Distribution) (101,880 sqm)
 - Enhanced business space (Industrial/Storage/Distribution) (9,754 sqm)
 - Enhanced commercial space (450 sqm)
 - New office space (200,963 sqm)
 - Enhanced office space (6,387sqm)
 - New homes (250)
- 1.9 The project design development undertaken in consultation with stakeholders and the public, has enabled the following additional benefits to be included in the business case:
 - Reduction in HGV traffic on Porterfield Road (with the new bridge across the White Cart)
 - Reduction in HGV traffic on Paisley Road, by linking Westway business park to M8 over White Cart

- Improved operation of the Greenock Road / Abbotsinch Road junction
- Safer and significantly expanded cycleways
- Potential for significant areas adjacent to the White Cart to become an accessible area for Leisure
- Reduction in greenhouse gas emissions from vehicles by over 200 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions directly contributing to the achievement of the UN's Sustainable Development Goals
- 1.10 At present, the area contains a plentiful supply of vacant and underused land offering considerable potential for delivering a powerhouse for economic growth around the airport, in line with the successful model implemented in Manchester. However, there are a number of existing barriers to growth and connectivity that are hindering the realisation of the potential of the GAIA vision and that of the overall project area. These include poor access to, and between, potential development sites and an inferior environmental quality.
- 1.11 Delivery of this infrastructure will act as a catalyst for the development of the Glasgow Airport Investment Area, providing considerably enhanced connectivity to and between the existing business parks and key economic development sites clustered around the Airport, improve access across the Cart Corridor, whilst also enabling the continued growth and expansion of Glasgow Airport as a key gateway for business and tourists as prioritised in NPF3.
- 1.12 This scheme, by delivering a marked improvement in connectivity through infrastructure investment, will drive change in the area and provide significant increases in economic activity and GVA creation.
- 1.13 The precise alignments of the infrastructure which forms the project (Appendix A Location Plan), have been determined using a progressive series of option evaluation stages, examining technical, economic and stakeholder feedback. This process is documented in various progress reports, and included significant stakeholder engagement and public consultation.

2. ENABLING POWER AND PURPOSE OF THE ACQUISITION

PURPOSE

- 2.1 The Order is being promoted by the Council who are the local Roads Authority in terms of the Roads (Scotland) Act 1984, for the purpose of the construction of the infrastructure and mitigating the effect of that construction, included within the GAIA project. The physical works included within GAIA are:
 - New alignment and upgrading of the existing Abbotsinch Road. Works include:
 - 1620m of new 7.3m wide road accommodating 2 lanes of traffic with a 30mph speed limit
 - 420m of upgraded existing road from the south point of the existing Arran Avenue roundabout to the new realigned Abbotsinch Road

- 3m wide shared footway / cycleways on both sides of the new and upgraded road
- 3 new roundabouts on the realigned Abbotsinch Road to facilitate access to future development sites, including new access roads to the existing airport emergency gates from the southernmost and northernmost roundabouts.
- Widening of 700m of existing footway to provide a 3m wide shared cycleway on the west side of the existing Abbotsinch Road between Sanderling Road & Arran Avenue
- Improvements to the existing junctions at Abbotsinch Road / A8 Greenock Road / A8 Inchinnan Road junction and the Arran Avenue / Abbotsinch Road roundabout
- Connections to existing cycleways & corepaths including 120m of new 3m wide off road shared footway / cycleway approximately 25m south of White Cart Masonry Bridge adjacent to the existing access road for Inchinnan Cruising Club
- Landscaping of new roads and cycleways to set the standard for future development and to mitigate adverse effects, including:
 - Mature trees planted on the realigned Abbotsinch Road to create an immediate visual impact
 - High quality hard landscaping materials
 - Provision of benches, cycle parking and features at key points
 - Hedge planting to enhance biodiversity on Inchinnan Cycleway
 - New drainage for roads and cycleways using the principles of Sustainable Urban Drainage Systems, including drainage outfalls and incorporating pollution control and tidal attenuation measures.
- A new link road betweenWright Streetand Arran Avenue, including;
 - A new 70m bridge carrying 2 lanes of traffic incorporating multiple utility ducts to bridge the White Cart water and supply the Glasgow Airport Investment Area development. Minimum clearance height of 3.35m from bridge to water level
 - 480m of new 7.3m link road carrying 2 lanes of traffic with a 30mph speed limit from the tie in with the upgraded Arran Avenue to the tie in with Wright Street including across the new Wright Street Bridge
 - 100m of upgraded existing Arran Avenue from roundabout at Abbotsinch Rd to new link road from Wright Street Bridge
 - New 3m wide shared footway / cycleway on the south side of the existing Arran Avenue to new link road from Wright Street Bridge
 - New 3m wide shared footway / cycleway on the new link road between the new shared footway / cycleway on Arran Avenue and the existing footway on Wright Street including across the new Wright Street Bridge
- The works also include;
 - Tie-ins of the new and upgraded roads and shared footways / cycleways with existing private accesses, including the provision of drop kerbs and tactile paving.
 - Stopping up of an existing private access at the south west limits of Wright Street.
 - Construction of a new access to Westway Business Park approx 50m east of the new Wright Street bridge.

- A point closure, comprising footpath construction, across Wright Street approximately 100m of the new Wright Street bridge.
- 2.2 The Council also has plans to construct a new segregated cycle route between the realigned Abbotsinch Road and Inchinnan Business Park via a new bridge across the Black Cart Water. This is the subject of a separate planning application (17/0487/PP) and will be the subject of a separate compulsory purchase order process. The Scheme promoted by this Order is connected to but not reliant on any cycle route Order and vice versa.

POWERS

- 2.3 Renfrewshire Council is the Roads Authority and intends to use its powers under section 20 of The Roads (Scotland) Act 1984 to construct the new realigned public road and cycleways and upgrade existing roads.
- 2.4 The Order is being promoted in terms of the powers contained in the Roads (Scotland) Act 1984, namely
 - Section 103 which enables a Local authority to acquire land compulsorily or by agreement
 - Section 104 which enables a Local authority to acquire land in connection with the construction or improvement of a public road
 - Section 106 which enables a Local Authority to acquire land for the purpose of mitigating adverse effects of construction of a road.
 - Section 110 sets out the general provisions as to acquisition of land and particularly provides that any power to acquire land in terms of Sections 104, 106 and 107 of the Roads (Scotland) Act 1984 shall include a power to acquire a servitude over land by the creation of a new right
- 2.5 Consideration was given to using The Town and Country Planning (Scotland) Act 1997 powers to assemble the land necessary for the Scheme however following successful acquisition of the key development site at Netherton Farm, Abbostinch Road and given that in relation to some other land the Council only requires to acquire certain rights, proceeding with The Roads (Scotland) Act 1984 powers is more proportionate.
- 2.6 The Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 sets out the process for compulsory acquisition and so applies to the Order. The acquiring authority is Renfrewshire Council.
- 2.7 The making of the Order is consistent with the Guidance provided in the Scottish Government circular 6/2011: Compulsory Purchase Orders.
- 2.8 The Council's Infrastructure, Land and Environment Board ("ILE Board") of 6 June 2017 approved in principle the promotion of a Compulsory Purchase Order for the purpose of acquiring the land required for the Glasgow Airport Investment Area City Deal project. Thereafter the ILE Board of 30 August 2017 approved the recommendation to proceed with all stages of the Compulsory Purchase Process (see Appendix E Part 1 ILE Board Report of 30 August 2017 and Appendix E Part 2 Excerpt from Minute of ILE Board of 30 August 2017). The Council's ILE Board subsequently approved the recommendations in a report on 24th January 2018 to include in the Compulsory Purchase Order further servitudes for drainage purposes

and further temporary servitudes required during the construction period (see Appendix E Part 3 - ILE Board Report of 24th January 2018).

2.9 The ILE Board has delegated powers to exercise the functions of the Council as Roads Authority, subject to the right of members of the Leadership Board to give notice within seven working days requiring the decision to be submitted to the next meeting of the Leadership Board for consideration (see Appendix E Part 4 - Excerpt from Scheme of Delegated Functions and Appendix E Part 5 - Excerpt from Procedural Standing Orders). No such notices were given and the decisions were accordingly implemented.

3. LAND AND RIGHTS TO BE ACQUIRED

- 3.1 The land covered within the Order is located within Renfrewshire and is generally bounded to the east by the White Cart Water; the West by Abbotsinch Road; South by the junction of Sanderling Road and Abbotsinch Road; the North by the junction of Abbotsinch Road, Greenock Road, Inchinnan Road (see Appendix A Location Plan).
- 3.2 The majority of the land required for the construction of the new Abbotsinch Road alignment is within an area known as Netherton Farm located between Plot 19B and Plot 15 which is in Council ownership following a voluntary acquisition on 1 November 2017.
- 3.3 The remaining land requirements covered by the Order are generally smaller and have less impact on current owners or occupiers and are identified and described in <u>Table</u> <u>1</u>below (see also Appendix B Land Interest Plans).

Table 1

Plot	Description of the Land or Servitude Right	Owners or Reputed Owners	Lessees or Reputed Lessees or Occupiers (Other than tenants for a Month or Period Less than a Month)	Proposed Use For The Land Being Acquired
15	All and Whole 1,782 square metres or thereby of undeveloped scrub land lying immediately to the south of the existing entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew, in the former County of Renfrew shown delineated in red, coloured pink and numbered "15" on Map 4, forming part of (1) the subjects registered in the Land Register of Scotland under Title Number REN96077; (2) the subjects described in Disposition by The Provost, Magistrates and Councillors of the Burgh of Paisley in favour of The Inchinnan Cruising Club recorded in the Division of the General Register of Sasines for the County of Renfrew on 5 th March 1952; and (3) the subjects described in the Disposition by Trustees of Olive D M Campbell Blythswood in favour of The Inchinnan Cruising Club recorded in the said Division of the General Register of Sasines on 25 th August 1952.	"Ex officio" Trustees of Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE:- Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Vice-Commodore: Denize Hunter c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Hon Secretary: Tom	Owner	Construction of a new cycleway with associated earthworks, lighting and landscaping.

		Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Treasurer: Alan Mills c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
16A	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 1,200 mm in width under 173 square metres or thereby of undeveloped scrub land shown delineated in red, coloured blue and numbered "16A" on Map 4, located at the edge of the White Cart Water, 120m or thereby south of the entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) over the burdened property for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the realigned Abbotsinch Road to the White Cart Water, as the burdened property forms	"Ex officio" Trustees of Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE:- Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE	Owner	Installation and future maintenance of surface water drainage from the realigned Abbotsinch Road, Paisley.

	part of the subjects described in Disposition by The Provost, Magistrates and Councillors of the Burgh of Paisley in favour of The Inchinnan Cruising Club recorded in the said Division of the General Register of Sasines on 5 th March 1952.	Vice-Commodore: Denize Hunter c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
		Hon Secretary: Tom Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
		Treasurer: Alan Mills c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
16B	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 450 mm in width under 272	"Ex officio" Trustees of Inchinnan Cruising Club,	Owner	Installation and future maintenance of
	square metres or thereby of undeveloped scrub land shown	Inchinnan Road, Bridge		surface water drainage

c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Hon Secretary: Tom Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Treasurer: Alan Mills c/o	Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE
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		Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
16C	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 157 square metres or thereby of undeveloped scrub land shown delineated in red, coloured blue and numbered "16C" on Map 4, located at the edge of the White Cart Water, 46m or thereby south of the entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) over the burdened property for the purpose of constructing, maintaining, repairing, improving and renewing a surface water drainage pipe from the proposed cycleway (plot 15) to the White Cart Water, as the burdened property forms part of the subjects described in the Disposition by Trustees of Olive D M Campbell Blythswood in favour of The Inchinnan Cruising Club recorded in the said Division of the General Register of Sasines on 25 th August 1952.	"Ex officio" Trustees of Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE:- Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Vice- Commodore: Denize Hunter c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE	Owner	Installation and future maintenance of surface water drainage from the new cycleway to be constructed on plot 15.

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		Hon Secretary: Tom Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
		Treasurer: Alan Mills c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
16D	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 15 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with planning consent granted on 7 November 2017under reference 17/0485/PP, over 72 square metres or thereby of undeveloped scrubland, located immediately to the south of the existing entrance to Inchinnan Cruising Club, shown delineated in red, coloured green and numbered "16D" on Map 4 (which subjects	Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew,	Owner	Access to facilitate the construction of the new cycleway and associated drainage.
	are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing the benefited property, as	PA4 9EE Vice- Commodore: Denize Hunter c/o Archibald Sharp		

	the said burdened property forms part of the subjects described in Disposition by The Provost, Magistrates and Councillors of the Burgh of Paisley in favour of The Inchinnan Cruising Club recorded in the said Division of the General Register of Sasines on 5 th March 1952.	270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
		Hon Secretary: Tom Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
		Treasurer: Alan Mills c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX		
		And		
		Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE		
19A	All and Whole 2,425 square metres or thereby of grass verge located between Abbotsinch Playing Fields and Abbotsinch Road, Paisley shown delineated in red, coloured pink and numbered "19A" on Map 2, forming part of the subjects registered in the Land Register of Scotland under Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport	Gleniffer Thistle FC Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY President: Billy	Construction of a new road and cycleway with associated earthworks, lighting and landscaping – to realign the northern half of Abbotsinch Road, Paisley.

		Paisley PA3 2SW	Hassan	
19B	All and Whole 6,672 square metres or thereby of playing fields forming part of Abbotsinch Playing Fields, Abbotsinch Road, Paisley, shown delineated in red, coloured pink and numbered "19B" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley	Gleniffer Thistle FC Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY President: Billy Hassan	Construction of a new road and cycleway with associated earthworks, lighting and landscaping – to realign the northern half of Abbotsinch Road, Paisley.

		PA3 2SW		
			Vice-President: Tony O'Hare∎	
			Secretary: Billy Hassan	
			Treasurer: George Edgar	
			Child Protection Officer: William Hassan,	
			Womens Head Coach: Lynn McInally,	
19C	All and Whole 48 square metres or thereby of tarmac access to Abbotsinch Playing Fields, Abbotsinch Road, Paisley, shown delineated in red, coloured pink and numbered "19C" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Gleniffer Thistle FC Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY President: Billy Hassan	Construction of a new cycleway with associated earthworks, lighting and landscaping.
			Vice-President:	

			Tony O'Hare	
19D	All and Whole 1,520 square metres or thereby of grass verge on the east side of Abbotsinch Road, Paisley 342m or thereby north of the junction of Abbotsinch Road and Arran Avenue, shown delineated in red, coloured pink and numbered "19D" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway with associated earthworks, lighting and landscaping.
19E	All and Whole 66 square metres or thereby of the access road to an airport works compound, located on the east side of Abbotsinch Road, Paisley 200m or thereby north of the junction of	AGS Airports Limited 1Park Row Leeds	Owner	Construction of a new cycleway with associated earthworks,

	Abbotsinch Road and Arran Avenue, shown delineated in red, coloured pink and numbered "19E" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW		lighting and landscaping.
19F	All and Whole 366 square metres or thereby of grass verge on the east side of Abbotsinch Road, Paisley 200m or thereby north of the junction of Abbotsinch Road and Arran Avenue, shown delineated in red, coloured pink and numbered "19F" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway with associated earthworks, lighting and landscaping.
19G	All and Whole 1,000 square metres or thereby of landscaping on the east side of Abbotsinch Road, Paisley and the north side of Arran Avenue, Paisley, shown delineated in red, coloured pink and numbered "19G" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA	Construction of a new cycleway with associated earthworks, lighting and landscaping.
19H	All and Whole 222 square metres or thereby of private footway on the north side of Arran Avenue, Paisley at its junction with Abbotsinch Road currently providing public access to adjacent business premises, shown delineated in red, coloured pink and numbered "19H" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley	Owner	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.

		PA3 2SW		
191	All and Whole 2,251 square metres or thereby of private carriageway being part of the east section of Arran Avenue, Paisley from its junction with Abbotsinch Road for a distance of 187m or thereby, currently providing public access to adjacent business premises, shown delineated in red, coloured pink and numbered "19I" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
			National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA	
			P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL	
			Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH	
			Saints Transport Limited	

Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN	
Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ	
The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB	
Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX	
Airport industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH	

19J	All and Whole 125 square metres or thereby of private footway on the south side of Arran Avenue, Paisley from its junction with Abbotsinch Road to the access road for the industrial units, currently providing public access to adjacent business premises, shown delineated in red, coloured pink and numbered "19J" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title NumberREN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
			P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL	
			Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH	
			Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN	
			Nippon Express (U.K.) Limited	

			Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ	
			The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB	
			Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX	
			Airport industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH	
19K	All and Whole 187 square metres or thereby of landscaping to the east of Abbotsinch Road, Paisley and the south of Arran Avenue, Paisley, shown delineated in red, coloured pink and numbered "19K" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.

PA3 2SW	TW6 2GW
	P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL
	Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH
	Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN
	Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ
	The Avec Corporation

			Limited 85 Church Road Hove East Sussex BN3 2BB	
			Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX	
			Airport industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH	
19L	All and Whole 291 square metres or thereby of private footway on the south side of Arran Avenue, Paisley from its junction with the access road for the industrial units, for 130m or thereby, currently providing public access to adjacent business premises, shown delineated in red, coloured pink and numbered "19L" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
			P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL	

Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH
Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN
Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ
The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB
Alpha LSG Limited Building 319

			World Cargo centre Manchester Airport Manchester M90 5EX Airport industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH	
19M	All and Whole 222 square metres or thereby of landscaping on the south of Arran Avenue, Paisley from its junction with the access to the industrial units for 130m or thereby, shown delineated in red, coloured pink and numbered "19M" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.

Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN
Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ
The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB
Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX
Airport industrial Nominees Limited Bow Bells House

19N	All and Whole 67 square metres or thereby of private footway between the two 'hammer heads' at the east end of Arran Avenue, Paisley, shown delineated in red, coloured pink and numbered "19N" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title NumberREN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Bread Street London EC4M 9HH Owner	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
190	All and Whole 130 square metres or thereby of private footway on the north side of Arran Avenue, Paisley located between the entrance to the long stay car park and the east end of Arran Avenue, Paisley shown delineated in red, coloured pink and numbered "19O" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
19P	All and Whole 5,469 square metres of scrub land located at the edge of the White Cart Water running from Arran Avenue, Paisley along the eastern edge of the long stay car park, shown delineated in red, coloured pink and numbered "19P" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA	Provision of public road, cycleway, footway and a new bridge across the White Cart Water to Wright Street, Renfrew, with associated earthworks, lighting and landscaping.
19Q	All and Whole 3,710 square metres or thereby of surfaced long stay car park (serving airport passengers) located on the eastern	AGS Airports Limited 1Park Row	Owner National Car Parks	Provision of public road, cycleway,

	side of the car park at Arran Avenue, Paisley, shown delineated in red, coloured pink and numbered "19Q" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Limited Saffron court 14B St Cross Street London EC1N 8XA	footway and a new bridge across the White Cart Water to Wright Street, Renfrew, with associated earthworks, lighting and landscaping.
19R	All and Whole 110 square metres or thereby of grass on the west side of Abbotsinch Road, Paisley located 444m or thereby north of the junction of Abbotsinch Road and Arran Avenue, shown delineated in red, coloured pink and numbered "19R" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Gama Aviation PLC Business Aviation Centre Farnborough Airport Farnborough Hampshire GU14 6XA	Provision of public road, cycleway and footway with associated earthworks, lighting and landscaping.
			ScotSTAR Scottish Ambulance Service Gyle Square 1 South Gyle Crescent Edinburgh EH12 9EB	
19S	All and Whole 40 square metres or thereby of former Jetty located within scrub land adjacent to the White Cart Water, 207m or thereby north of its junction with Arran Avenue, Paisley, shown delineated in red, coloured pink and numbered "19S" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport	Owner	Provision of public road, cycleway, footway and a new bridge across the White Cart Water to Wright Street, Renfrew, with associated earthworks,

		Paisley PA3 2SW		lighting and landscaping.
19T	All and Whole 189 square metres or thereby of tarmac access on the north side of Arran Avenue, Paisley and forming the entrance to the long stay car park on Arran Avenue shown delineated in red, coloured blue and numbered "19T" on Map 2, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA	Provision of public road, cycleway, footway and a new bridge across the White Cart Water to Wright Street, Renfrew, with associated earthworks, lighting and landscaping.
21A	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 900 mm in width under 782 square metres or thereby of surfaced parking and storage area for Abbotsinch Playing Fields, to the north of the long stay car park and running from Abbotsinch Road, Paisley in an easterly direction for 175m or thereby, shown delineated in red, coloured blue and numbered "21A" on Map 2, (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) over the burdened property for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the realigned Abbotsinch Road to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Gleniffer Thistle FC Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY President: Billy Hassan Vice-President: Tony O'Hare Secretary: Billy Hassan Treasurer: George Edgar	Installation and future maintenance of surface water drainage from the realigned Abbotsinch Road, Paisley.

218	A heritable and irredeemable servitude right to lay a surface	AGS Airports Limited	Child Protection Officer: William Hassan, Womens Head Coach: Lynn McInally, Gleniffer Thistle FC	Installation and future
210	A heritable and infedeemable servitude right to lay a surface water drainage pipe not exceeding 900 mm in width under 3,622 square metres or thereby of grass currently used as part of Abbotsinch Playing Fields, Abbotsinch Road, Paisley shown delineated in red, coloured blue and numbered "21B" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment)over the burdened property for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the realigned Abbotsinch Road to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Aliports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Abbotsinch Playing Fields Abbotsinch Road Paisley PA3 2RY President: Billy Hassan Vice-President: Tony O'Hare Secretary: Billy Hassan Treasurer: George Edgar	maintenance of surface water drainage from the realigned Abbotsinch Road, Paisley.

			Child Protection Officer: William Hassan, Womens Head Coach: Lynn McInally,	
21C	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 19R and Abbotsinch Road as realigned (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with planning consent granted on 7 November 2017 under reference 17/0485/PP, over 15 square metres or thereby of footway leading off the west side of Abbotsinch Road, Paisley which provides public access to adjacent business premises, located 427m or thereby, north of the junction of Abbotsinch Road and Arran Avenue shown delineated in red, coloured green and numbered "21C" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing the benefited property , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Gama Aviation PLC Business Aviation Centre Farnborough Airport Farnborough Hampshire GU14 6XA ScotSTAR ScottSTAR Scottish Ambulance Service Gyle Square 1 South Gyle Crescent Edinburgh EH12 9EB	To allow construction of the realigned Abbotsinch Road, Paisley and to ensure that existing private access points tie in with the new public road.
21D	A temporary servitude right, for pedestrians and vehicles	AGS Airports Limited	Owner	To allow construction
	(including heavy vehicles and equipment) to and from Plot 19R	1Park Row	Gama Aviation	of the realigned Abbotsinch Road,
	and Abbotsinch Road as realigned (which subjects are for the purposes of this servitude right hereby nominated and identified	Leeds LS1 5AB	PLC Business Aviation	Paisley and to ensure

	as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted under reference number 17/0485/PP, over 61 square metres or thereby of private carriageway leading off the west side of Abbotsinch Road, Paisley which provides public access to adjacent business premises, located 421m or thereby north of the junction of Abbotsinch Road and Arran Avenue shown delineated in red, coloured green and numbered "21D" on Map 2(which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing benefited property , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Centre Farnborough Airport Farnborough Hampshire GU14 6XA ScotSTAR ScottSTAR Scottish Ambulance Service Gyle Square 1 South Gyle Crescent Edinburgh EH12 9EB	that existing private access points tie in with the new public road.
21E	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 19R and Abbotsinch Road as realigned (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with of said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 32 square metres or thereby of footway leading off the west side of Abbotsinch Road, Paisley which provides public access to adjacent business premises, located 418m or thereby north of the junction of Abbotsinch Road and Arran Avenue shown delineated in red, coloured green and numbered "21E" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing benefited property , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Gama Aviation PLC Business Aviation Centre Farnborough Airport Farnborough Hampshire GU14 6XA ScotSTAR ScottSTAR Scottish Ambulance Service Gyle Square 1 South Gyle Crescent Edinburgh EH12 9EB	To allow construction of the realigned Abbotsinch Road, Paisley and to ensure that existing private access points tie in with the new public road.

21F	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 132 square metres or thereby of scrub land located at the edge of the White Cart Water to the east of the long stay car park, Arran Avenue, Paisley and 163m or thereby north east of Arran Avenue shown delineated in red, coloured blue and numbered "21F" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment)over the burdened property for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the new Wright Street Link Bridge to the White Cart Water as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Installation and future maintenance of surface water drainage from the new Wright Street Link Bridge.
21G	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 455 square metres or thereby of scrub land located at the edge of the White Cart Water to the east of Arran Avenue, Paisley and 86m or thereby east of the entrance to the long stay car park on Arran Avenue shown delineated in red, coloured blue and numbered "21G" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the new road and cycleway to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Installation and future maintenance of surface water drainage from the new road and cycleway.

21H	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 19K, 19J and 19I (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 251 square metres or thereby of landscaping on the south side of Arran Avenue, Paisley located adjacent to the roundabout at the junction of Abbotsinch Road and Arran Avenue shown delineated in red, coloured green and marked "21H" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing the benefited property, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL	Installation and future maintenance of surface water drainage from the new road and cycleway.
	Number REN119822.		Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH	
			Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN	
			Nippon Express (U.K.) Limited	

			Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ	
			The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB	
			Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX	
			Airport industrial Nominees Limited Bow Bells House Bread Street London EC4M 9HH	
21J	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 19P and 19Q, (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 1,237 square metres or thereby of surfaced long stay car parking located off	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley	Tenant – National Car Parks Limited Saffron court 14B St Cross Street London EC1N 8XA	Installation and future maintenance of surface water drainage from the new road and cycleway.

	Arran Avenue, Paisley and to the north of Plot 19Q shown delineated in red, coloured green and numbered "21J" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, aligning and resurfacing the benefited property, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	PA3 2SW		
21K	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 19L, 19M and Abbotsinch Road as realigned (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 503 square metres or thereby of landscaping on the south side of Arran Avenue, Paisley located 166m or thereby east of the junction of Abbotsinch Road and Arran Avenue shown delineated in red, coloured green and marked "21K" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, aligning and resurfacing the benefited property, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner LHR Airports Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW P.J.H. Group Limited Alder House Kearsley Bolton BL4 8SL Expeditors International (UK) Limited 1 Ascot Road Bedfont Middlesex TW14 8QH	To allow construction of the new road and cycleway and to ensure that existing private access points tie in with the new public road.

Saints Transport Limited Halo House Galleymead Road Colnbrook Slough Berkshire SL3 0EN
Nippon Express (U.K.) Limited Heathrow 360 2 Millington Road Hayes Middlesex UB3 4 AZ
The Avec Corporation Limited 85 Church Road Hove East Sussex BN3 2BB
Alpha LSG Limited Building 319 World Cargo centre Manchester Airport Manchester M90 5EX
Airport industrial Nominees Limited Bow Bells House

21M	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 88 square metres or thereby of grass, located to the east of Plot 19B, shown delineated in red, coloured blue and marked "21M" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing the said surface water drainage pipe from the realigned Abbotinch Road to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Bread Street London EC4M 9HH Owner	Installation and future maintenance of surface water drainage from the realigned Abbotsinch Road, Paisley.
22A	All and Whole 2,037 square metres or thereby of derelict land on the north east side of Wright Street, Renfrew and adjacent to the White Cart Water, part of the Westway Business Park shown delineated in red, coloured pink and numbered "22A" on Map 3, forming part of the subjects registered in the Land Register of Scotland under Title Number REN46866.	W B Westway LP in administration c/o David Chubb PricewaterhouseCoopers LLP 7 More London Riverside London SE1 2RT	Owner	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.
22B	All and Whole 20 square metres or thereby of private carriageway forming part of Wright Street, Renfrew and located 184m or thereby to the south east of the White Cart Water shown delineated in red, coloured pink and numbered "22B" on Map 3, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN46866.	W B Westway LP in administration c/o David Chubb PricewaterhouseCoopers LLP 7 More London Riverside London	Owner	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.

		SE1 2RT		
23A	A temporary right to occupy, for the benefit of Plots 22A and 24A (which subjects are hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with the said planning consent granted on 7 November 2017 under reference number 17/0485/PP, All and Whole 2,246 square metres or thereby of derelict land on the north east side of Wright Street, Renfrew and adjacent to the White Cart Water, part of the Westway Business Park, Porterfield Road, Renfrew shown delineated in red, coloured green and marked "23A" on Map 3 (which subjects are hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment), the right to construct temporary offices, toilets and catering facilities and the right to store heavy vehicles, equipment and materials (including for the avoidance of doubt, cranes , where required) , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN46866.	W B Westway LP in administration c/o David Chubb PricewaterhouseCoopers LLP 7 More London Riverside London SE1 2RT	Owner	Provision of a working area to facilitate the construction of the new Wright Street Link Bridge.
23B	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 22A and 24A(which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with said planning consent granted under reference number 17/0485/PP, over 184 square meters or thereby of derelict land on the north east side of Wright Street, Renfrew and adjacent to the plot 23A, part of the Westway Business Park, Porterfield Road, Renfrew shown delineated in red, coloured green and marked "23B" on Map 3 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of forming a new	W B Westway LP in administration c/o David Chubb PricewaterhouseCoopers LLP 7 More London Riverside London SE1 2RT	Owner	Provision of a working area to facilitate the construction of the new Wright Street Link Bridge.

	access to Westway Business Park, to be used in conjunction with the new Wright Street Link Bridge, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN46866.			
24A	All and Whole 1,004 square metres or thereby of derelict land on the south west side of Wright Street, Renfrew and adjacent to the White Cart Water, part of the site of the former animal feeds factory operated by BOCM Pauls, shown delineated in red, coloured pink and numbered "24A" on Map 3, forming part of the subjects registered in the Land Register of Scotland under Title NumberREN113371.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Vacant	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.
24B	All and Whole 184 square metres or thereby of private carriageway on the south west side of Wright Street, Renfrew and to the east of plot 24A shown delineated in red, coloured pink and numbered "24B" on Map 3, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN113371.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Owner Scottish Equitable PLC Edinburgh Park Edinburgh EH12 9SE As Trustee of Scottish Equitable Self- Administered Personal Pension Scheme (Arrangement Number 0623). Air Sea Scotland Limited 159 Wright Street Renfrew	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.
24C	All and Whole 8 square metres or thereby of private carriageway forming part of Wright Street, Renfrew and located 184 m or thereby to the south east of the White Cart Water shown delineated in red, coloured pink and numbered "24C" on Map 3,	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial	PA4 8AN Vacant	Construction of a new road and bridge across the White Cart Water from Wright Street,

	forming part of the subjects registered in the Land Register of Scotland under said Title Number REN113371.	Estate Roughham Bury St Edmunds IP30 9ND		Renfrew to join with the planned extension of Arran Avenue, Paisley.
24D	All and Whole 277 square metres or thereby of shore located at the end of Wright Street, Renfrew and adjacent to the Whit Cart Water shown delineated in red, coloured pink and numbered "24D" on Map 3, forming part of the subjects described in Disposition by Trustee of B O C M Pauls Limited to said B O C M Pauls Limited recorded in the said Division of the General Register of Sasines on 18 August 1997.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Vacant	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.
24E	All and Whole 20 square metres or thereby of private footway located adjacent to 159 Wright Street, Renfrew shown delineated in red, coloured pink and numbered "24E" on Map 3, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN113371.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Owner Scottish Equitable PLC Edinburgh Park Edinburgh EH12 9SE As Trustee of Scottish Equitable Air Sea Scotland Limited 159 Wright Street Renfrew PA4 8AN	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with the planned extension of Arran Avenue, Paisley.
24F	All and Whole 6 square metres or thereby of private footway located to the southeast of the entrance to 159 Wright Street, Renfrew shown delineated in red, coloured pink and numbered "24F" on Map 3, forming part of the subjects registered in the	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate	Owner Scottish Equitable PLC Edinburgh Park Edinburgh	Construction of a new road and bridge across the White Cart Water from Wright Street, Renfrew to join with

	Land Register of Scotland under Title Number REN113371.	Roughham Bury St Edmunds IP30 9ND	EH12 9SE As Trustee of Scottish Equitable Air Sea Scotland Limited 159 Wright Street Renfrew PA4 8AN	the planned extension of Arran Avenue, Paisley.
25A	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 24B and 24E (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 28 square meters or thereby of derelict land on the south west side of Wright Street, Renfrew, adjacent to 159 Wright Street, shown delineated in red, coloured green and marked "25A" on Map 3 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of forming a new access to Westway Business Park, to be used in conjunction with the new Wright Street Link Bridge], as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN11371.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Owner Scottish Equitable PLC Edinburgh Park Edinburgh EH12 9SE As Trustee of Scottish Equitable Air Sea Scotland Limited 159 Wright Street Renfrew PA4 8AN	Provision of a working area to facilitate the construction of the new Wright Street Link Bridge.
25B	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 24F and 24B (which subjects are for the purposes of this servitude	ForFarmers UK Limited Horizon House Fred Castle Way	Owner Scottish Equitable	Provision of a working area to facilitate the construction of the new

	right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 9 square metres or thereby of private carriageway on the south west side of Wright Street, Renfrew, 93m or thereby from the White Cart Water, shown delineated in red, coloured green and marked "25B" on Map 3 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of forming a new access to Westway Business Park, to be used in conjunction with the new Wright Street Link Bridge, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN113371.	Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	PLC Edinburgh Park Edinburgh EH12 9SE As Trustee of Scottish Equitable Air Sea Scotland Limited 159 Wright Street Renfrew PA4 8AN	Wright Street Link Bridge.
25C	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from plots 24B, 24E and 24F (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 20 square metres or thereby of land on the south west side of Wright Street, Renfrew, forming the vehicle entrance to 159 Wright Street, Renfrew , shown delineated in red, coloured green and marked "25C" on Map 3 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for the purpose of forming a new access to Westway Business Park to be used in conjunction with the new Wright Street Link Bridge, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title NumberREN11371.	ForFarmers UK Limited Horizon House Fred Castle Way Rougham Industrial Estate Roughham Bury St Edmunds IP30 9ND	Owner Scottish Equitable PLC Edinburgh Park Edinburgh EH12 9SE As Trustee of Scottish Equitable Air Sea Scotland Limited 159 Wright Street Renfrew PA4 8AN	Provision of a working area to facilitate the construction of the new Wright Street Link Bridge.

26A	All and Whole 776 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley at its junction with Arran Avenue shown delineated in red, coloured pink and numbered "26A" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Glasgow Airport Aviation Enthusiasts Club 140 Abbotsinch Road Paisley PA3 2RY Secretary Stewart Davidson c/o Glasgow Airport Aviation Enthusiasts Club 140 Abbotsinch Road Paisley PA3 2RY	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley.
26B	All and Whole 61 square metres or thereby of footpath located on the west side of Abbotsinch Road, Paisley and running along the north side of Arran Avenue shown delineated in red, coloured pink and numbered "26B" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26C	All and Whole 416 square metres or thereby of private road forming part of Arran Avenue to the west of Abbotsinch Road, Paisley shown delineated in red, coloured pink and numbered "26C" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie

		St Andrews Drive Glasgow Airport Paisley PA3 2SW		in with existing private access points.
26D	All and Whole 88 square metres or thereby of private footpath located on the west side of Abbotsinch Road, Paisley and running along the south side of Arran Avenue shown delineated in red, coloured pink and numbered "26D" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26E	All and Whole 1,403 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, starting at its junction with Arran Avenue and extending 382m or thereby in a southerly direction shown delineated in red, coloured pink and numbered "26E" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Agility Logistics Limited Unit 6 North Radius Park Faggs Road Feltham Middlesex TW14 0NG Travelodge Hotels Limited Sleepy Hollow Aylesbury Road Thame Oxon OX9 3AT BBA Aviation PLC 105 Wigmore Street	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.

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	Tr At 79	tream Marine raining Limited bercorn House 9 Renfrew road aisley

			PA3 4DA	
26F	All and Whole 167 square metres or thereby of surfaced land, marked out as car parking spaces for adjacent office buildings, located to the west of, and adjacent to Abbotsinch Road, Paisley 110m or thereby south of its junction with Arran Avenue, shown delineated in red, coloured pink and numbered "26F" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Compass Services for Hospitals Limited Parklands Court 24 Parklands Birmingham Great Park Rubery Birmingham West Midlands B45 9PZ Travelodge Hotels Limited Sleepy Hollow Aylesbury Road Thame Oxon OX9 3AT	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
261	All and Whole 12 square metres or thereby of private footway on the west side of Abbotsinch Road, Paisley 202m or thereby north of its junction with Sanderling Road, shown delineated in red, coloured pink and numbered "26I" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Gate Gourmet London Limited Heathrow West Building 1071 Southampton Road Heathrow Airport Hounslow Middlesex TG6 3AQ	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26J	All and Whole 43 square metres or thereby of landscaped area, on the west side of Abbotsinch Road, Paisley between two	AGS Airports Limited 1Park Row	Owner	Construction of a new cycleway to link with

	footpaths leading into part of an industrial/storage complex shown delineated in red, coloured pink and numbered "26J" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW		the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26K	All and Whole 20 square metres or thereby of private footway on the west side of Abbotsinch Road, Paisley 180m or thereby north of its junction with Sanderling Road shown delineated in red, coloured pink and numbered "26K" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26L	All and Whole 399 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, starting from the M8 flyover and extending northwards for 127m or thereby shown delineated in red, coloured pink and numbered "26L" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
26M	All and Whole 11 square metres or thereby of private footway on the west side of Abbotsinch Road, Paisley at its junction with Sanderling Road shown delineated in red, coloured pink and numbered "26M" on Map 1, forming part of the subjects registered in the Land Register of Scotland under said Title Number	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie

	REN119822.	St Andrews Drive Glasgow Airport Paisley PA3 2SW		in with existing private access points.
27A	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 26I, 26J and 26K (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 24 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, 202m or thereby north of its junction with Sanderling Road, shown delineated in red, coloured green and marked "27A" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Gate Gourmet London Limited Heathrow West Building 1071 Southampton Road Heathrow Airport Hounslow Middlesex TG6 3AQ	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
27B	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 26I, 26J and 26K (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 87 square meters or thereby of private footway on the west side of Abbotsinch Road, Paisley, 197m or thereby north of its junction with Sanderling Road, shown delineated in red, coloured green and marked "27B" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.

27C	 burdened property) for the purpose of constructing, the new Abbotsinch Cycleway, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822. A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 26I, 26J and 26K (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 25 square meters or thereby of private footway on the west side of Abbotsinch Road, Paisley, 197m or thereby north of its junction with Sanderling Road, shown delineated in red, coloured green and marked "27C" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing, the new Abbotsinch Cycleway, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822. 	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.
27D	A heritable and irredeemable servitude right, to lay a surface water drainage pipe not exceeding 450mm in width under 38 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, 180m or thereby north of its junction with Sanderling Road, shown delineated in red, coloured blue and marked "27D" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing said surface water drainage pipe from the new Abbotsinch Cycleway, as the said	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley and to ensure the new roads etc. tie in with existing private access points.

27E	burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822. A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 558 square metres or thereby of scrub land located to the east of Abbotsinch Road, Paisley between the site of the former Clansman Club and the White Cart Water shown delineated in red, coloured blue and marked "27E" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing said surface water drainage pipe from the new Abbotsinch Cycleway to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Vacant	Installation and future maintenance of surface water drainage from the new Abbotsinch Cycleway
27F	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 26E (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property)for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 100 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley at its junction with Arran Avenue, shown delineated in red, coloured green and marked "27F" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner BBA Aviation PLC 105 Wigmore Street London W1U 1QY LHR Airports Limited The Compass centre Nelson Road Hounslow Middlesex	To facilitate the construction of the new Abbotsinch Cycleway

			TW6 2GW Travelodge Hotels Limited Sleepy Hollow Aylesbury Road Thame Oxon OX9 3AT	
27G	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 26F (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 109 square metres or thereby of surfaced car parking area on the west side of Abbotsinch Road, Paisley, 110m or thereby south of its junction with Arran Avenue, shown delineated in red, coloured green and marked "27G" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property)) for the purpose of constructing, the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner Compass Services for Hospitals Limited Parklands Court 24 Parklands Birmingham Great Park Rubery Birmingham West Midlands B45 9PZ Travelodge Hotels Limited Sleepy Hollow Aylesbury Road Thame Oxon OX9 3AT	To facilitate the construction of the new Abbotsinch Cycleway
27H	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 26E (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the	AGS Airports Limited 1Park Row Leeds	Owner Agility Logistics Limited Unit 6	To facilitate the construction of the new Abbotsinch Cycleway

	duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 511 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, 250m or thereby south of its junction with Arran Avenue, shown delineated in red, coloured green and marked "27H" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	North Radius Park Faggs Road Feltham Middlesex TW14 0NG Gate Gourmet London Limited Heathrow West Building 1071 Southampton Road Heathrow Airport Hounslow Middlesex TG6 3AQ World Duty Free Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW Stream Marine Training Limited Abercorn House 79 Renfrew road Paisley PA3 4DA	
271	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 26L (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with	AGS Airports Limited 1Park Row Leeds LS1 5AB	Owner	To facilitate the construction of the new Abbotsinch Cycleway

	said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 319 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, under the M8 flyover, shown delineated in red, coloured green and marked "27I" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) - for the purpose of constructing the new Abbotsinch Cycleway, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW		
27J	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 26E (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 4 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley, 111m or thereby south of its junction with Arran Avenue, shown delineated in red, coloured green and marked "27J" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner World Duty Free Limited The Compass Centre Nelson Road Hounslow Middlesex TW6 2GW	To facilitate the construction of the new Abbotsinch Cycleway
28	All and Whole 59 square metres or thereby of grassed landscaping on the west side of Abbotsinch Road, Paisley within the grounds of the Premier Inn, Whitecart Road, Paisley shown delineated in red, coloured pink and numbered "28" on Map 1,	AGS Airports Limited 1Park Row Leeds LS1 5AB	Tenant – Bayside Investment Co Limited 198 Lower Addiscombe Road	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley.

	forming part of the subjects registered in the Land Register of Scotland under said Title Number REN119822	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Croydon Surrey CR0 7AB Occupier – Whitbread plc (Premier Inn) Whitbread Court Houghton Hall Business Park Porz Avenue Dunstable Bedfordshire LU5 5EX	
29	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 28 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property) for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 24 square metres or thereby of landscaping on the west side of Abbotsinch Road, Paisley within the grounds of the Premier Inn, Whitecart Road, Paisley, shown delineated in red, coloured green and marked "29" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing the new Abbotsinch Cycleway , as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.	AGS Airports Limited 1Park Row Leeds LS1 5AB Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Tenant – Bayside Investment Co Limited 198 Lower Addiscombe Road Croydon Surrey CR0 7AB Occupier – Whitbread plc (Premier Inn) Whitbread Court Houghton Hall Business Park Porz Avenue Dunstable Bedfordshire LU5 5EX	To facilitate the construction of the new Abbotsinch Cycleway
30	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 539 square metres or thereby of derelict land located to the east of	AP30 Limited First Names House Castle Hill	Vacant	Installation and future maintenance of surface water drainage

	Abbotsinch Road, Paisley forming part of the site of the former Clansman Club shown delineated in red, coloured blue and marked "30" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing said surface water drainage pipe from the new Abbotsinch Cycleway to the White Cart Water as the said burdened property forms part of the subjects registered in the Land Register of Scotland under Title Number REN114952.	Victoria Road Douglas Isle of Man IM2 4DF		from the new Abbotsinch Cycleway
33	A heritable and irredeemable servitude right to lay a surface water drainage pipe not exceeding 750 mm in width under 385 square metres or thereby of grass land located to the east of Abbotsinch Road, Paisley adjacent to the M8 flyover shown delineated in red, coloured blue and marked "33" on Map 1 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property), together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of constructing, maintaining, repairing, improving and renewing said surface water drainage pipe from the new Abbotsinch Cycleway to the White Cart Water, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under Title Number REN13454.	Scottish Ministers St Andrew's House Regent road Edinburgh EH1 3DG	Tenant – AMEC (FCG) Limited Booths Park Chelmsford Road Knutsford Cheshire WA16 8QZ Tenant – Area Estates Limited Ground Floor 30 City Road London EC1Y 2AB Occupier – @SIPP Pension Trustees Limited 6 th Floor Mercantile Building 53 Bothwell Street Glasgow	Installation and future maintenance of surface water drainage from the new Abbotsinch Cycleway

			G2 6TS	
37	All and Whole 32 square metres or thereby of tarmac access road at the entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew in the former County of Renfrew shown delineated in red, coloured pink and numbered "37" on Map 4, forming part of the subjects known as the lands and estate of Blythswood I, II, III, IV, V, VI and VII referred to in Disposition and Deed of Entail by Archibald Campbell Campbell in favour of himself and others recorded in the said Division of the General Register of Sasines on 24 October 1887.	Trustees of Blythswood Estates c/o Anderson Strathern Solicitors George House 50 George Square Glasgow G2 1EH	"Ex officio" Trustees of Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE:- Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Vice-Commodore: Denize Hunter c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE Hon Secretary: Tom Elder	Construction of a new cycleway to link with the realigned Abbotsinch Road, Paisley.

			c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE	
			Treasurer: Alan Mills c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE	
38	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 37 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 31 square metres or thereby of tarmac access road at the entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew, , shown delineated in red, coloured green and marked "38" on Map 4 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of	Trustees of Blythswood Estates c/o Anderson Strathern Solicitors George House 50 George Square Glasgow G2 1EH	"Ex officio" Trustees of Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE:- Commodore: Cameron Johnstone c/o Archibald Sharp 270 Dumbarton	To facilitate the construction of the new Cycleway

constructing, a new cycleway to connect to the realigned Abbotsinch Road, as the said burdened property forms part of the subjects known as the lands and estate of Blythswood I, II, III, IV, V, VI and VII referred to in Disposition and Deed of Entail by Archibald Campbell Campbell in favour of himself and others recorded in the said Division of the General Register of Sasines on 24 October 1887.	Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE
	Vice-Commodore: Denize Hunter c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE
	Hon Secretary: Tom Elder c/o Archibald Sharp 270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE
	Treasurer: Alan Mills c/o Archibald Sharp

			270 Dumbarton Road Glasgow G11 6TX And c/o Inchinnan Cruising Club, Inchinnan Road, Bridge Isle, Renfrew, PA4 9EE	
40	A temporary servitude right, for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 19S and 19P (which subjects are for the purposes of this servitude right hereby nominated and identified as, the benefited property), for the duration of the construction contract for the works associated with said planning consent granted on 7 November 2017 under reference number 17/0485/PP, over 106 square metres or thereby of abandoned and semi derelict jetty at the edge of the White Cart Water, shown delineated in red, coloured green and marked "40" on Map 2 (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) together with all necessary servitude rights of access at all times for pedestrians and vehicles (including heavy vehicles and equipment) for the purpose of removing the derelict jetty structure prior to constructing, a new bridge to connect Arran Avenue, Paisley to Wright Street Renfrew , as the said burdened property forms part of the subjects described in Disposition by the Trustees of Cart Navigation in favour of the Provost, Baillies and Permanent Members of the Town Council of the Burgh of Renfrew recorded in the said Division of the General Register of Sasines on 19 October, 1897.	Unknown	Vacant	Removal of the semi derelict jetty to allow the construction of a new bridge linking Arran Avenue, Paisley to Wright Street, Renfrew.

41	1 water drainage pipe not exceeding 750 mm in width under 314 square metres or thereby of grass land located to the east of	BAA Lynton Ltd 1 Park Row Leeds LS1 5AB	Tenant - Area Estates Limited Ground Floor 30 City Road London EC1Y 2AB Tenant - @SIPP	Installation and future maintenance of surface water drainage from the new Abbotsinch Cycleway.
		6 th Flo Merca 53 Bo Glasg	Limited 6 th Floor Mercantile Building 53 Bothwell Street Glasgow G2 6TS	

Statutory Undertaker Land

3.4 Various Plots of land required for the Scheme are currently owned by Glasgow Airport who are a statutory undertaker (as listed above and below). None of the land required from the airport for the Scheme is currently utilised by the Airport to perform any statutory undertaker functions. The land required for the Scheme is understood not to be within the statutory aerodrome boundary.

Upgraded Existing Abbotsinch Road West

3.5 Plots 19R, 21C, 21D, 21E, 26A, 26B, 26C, 26D, 26E, 26F, 26I, 26J, 26K, 26L, 26M, 27A, 27B, 27C, 27D, 27E, 27F, 27G, 27H, 27I, 27J, 28, 29 relate to land required to provide a new shared cycleway / footway along the existing adopted Abbotsinch Road from the existing Arran Avenue Roundabout to the junction with Sanderling Road. The land required is currently used as verges to the public road and does not encroach on any currently utilised land other than at Plots 26F and 27G where minimal encroachment of the outer edges of tenant car parks will occur. The land take is minimal and the Council is satisfied that no existing parking spaces will be lost or require to be reconfigured and will replace fences as required on a like for like basis.

Upgraded Existing Abbotsinch Road East

3.6 Plots 19A, 19B, 19C, 19D, 19E, 19F, 19G, , 21A, 21B, , 21M relate to land required to provide a new shared cycleway / footway along the existing Abbotsinch Road from the existing Arran Avenue Roundabout to the tie in with the new roundabout linking to the new aligned Abbotsinch Road. Much of the land required is currently used as public road verge. Plot 19B is currently used as playing field by Gleniffer Thistle Football club. The Council is satisfied that the current layout can be made good by reconfiguring the playing field within the remaining land currently owned by the airport and have agreed in principle with the airport and club that they will undertake this work on their behalf.

Arran Avenue

- 3.7 Plots 19H, 19I, 19J, 19K, 19L, 19M, 19N, 19O, 19T, 21G, 21H, and 21J, 21K relate to land required to upgrade the existing Arran Avenue to adoptable standard and to enable completion of the public road and footway / cycleway link from Wright Street to the existing public road network. These Plots currently comprise existing road, footway and verge.
- 3.8 Arran Avenue is currently used to access a commercial business park and an airport long stay car park and is open to the public. The Council proposes to upgrade and adopt this road as part of the Scheme and therefore will become liable for future maintenance of this stretch of road, saving the airport this cost. On Arran Avenue, there is a crossing point just south of the roundabout on Abbotsinch Road with the shared footway/cycleway to the business park side of Arran Avenue. This has been designed to provide assurance to the airport that there is no interference to the existing entrance to the long stay car park. The land required includes the existing publically accessible road and some of the land currently used as road verges. Plot 19G encroaches on the boundary of the long stay car park but doesn't reduce existing capacity or current layout or usage of the car park as it is an area of grass and shrubbery landscaping. A new fence will be erected on the new line to the same standard as the current fence. Plot 21K is required for a temporary servitude during construction only.

Link from Arran Avenue to new Wright Street Bridge

- 3.9 Plots 19Q and 21J ares within the current operational long stay airport car park and will involve the removal of circa 250 existing car park spaces. The Council is satisfied that the lost parking spaces can be made good by reconfiguring spaces within the remaining land currently owned by the airport and have discussed and agreed in principle with the airport that the Council will meet the airports reasonable construction costs in their carrying out this work or alternatively should the airport prefer, undertaking this work on their behalf. Following the outcome of an intial options generation and assessment process, which included a series of masterplanning workshops held in 2016, attended by respresntatives of the airport and other key stakeholders, a preferred route linking Wright Street to public road at Abbotsinch Road through the long stay car park was agreed. Thereafter, at the airports request, further detailed discussions ensued and the alternative route diverting the route along the edge of the car park to link to the public road network via Arran Avenue was agreed due to it's lesser impact on the airport's long stay car park. The Council have also offered to provide developable land at the Council owned Netherton site as a land swap in addition to meeting the airports reasonable costs in reconfiguring the car park to replace lost spaces.
- 3.10 Plots 19S is currently overgrown scrub land and part of a disused jetty, owned by the airport. The remainder of the jetty is unknown ownership (plot 40- see paragraphs 3.20-3.22 below). The Council plan to remove this disused jetty on health and safety grounds as part of the Scheme.
- 3.11 The Council therefore considers that all the land required for the project currently owned by Glasgow Airport can be acquired without any serious detriment to the statutory undertaking.

Crown Land

3.12 There are a few plots of land required for the Scheme which do not form part of the Order, and are not detailed on the plans. Various areas of land along the line of the White Cart fall within the ownership of the Crown and are therefore excluded from the Order. The Crown Estate's agent has confirmed that the Council will be able to acquire these plots on commercial terms and discussions are well underway therefore the Council is satisfied that there is a reasonable prospect of securing the land required from the Crown Estate.

Other Land

- 3.14 Plot 33 relates to land owned by the Scottish Ministers. The Scottish Ministers don't occupy this land which is held by them for access and maintenance of the M8, however it is leased on a long term basis to the parties identified in the Schedule on the basis that no building can take place.
- 3.15 The Scheme requires the land to construct a drainage outfall. Conversations have taken place with Scottish Ministers and as the drainage outfall won't interfere with their access and maintenance requirements the Council are confident that this land can be acquired for the necessary servitude.
- 3.16 No other special requirements have been identified in relation to any of the land parcels covered by the Order.

- 3.17 The land acquired through the Order will be used to construct and maintain the works associated with the GAIA project. The land acquired through the Order has been restricted to areas required to an extent which covers the physical works plus some allowance (generally 3m) for construction and future maintenance. The Council is satisfied that all the land identified is required and sufficient to deliver and maintain the GAIA Project.
- 3.18 The design has been developed to minimise impact on adjacent land interests and the land to be acquired follows the route and alignment of the Scheme.
- 3.19 The Council acknowledges and confirms its intention that real burdens and servitudes will be discharged following on completion of this Order.

Unknown Owners

- 3.20 The ownership of Plot 40, consisting of a disused jetty adjacent to the White Cart Water, has been identified as "Unknown". After having made reasonable inquiry with the Registers of Scotland and the Crown Estates Commissioners, it has been confirmed that the land is not owned by the Crown.
- 3.21 Research has shown that the Council may own Plot 40, however due to the historic nature of the titles at the location, the lack of plans and the fact that the river is referred to in the titles as White Cart Water and River Cart, it is difficult to determine whether the historic title covers the area where the jetty projects into the river. No evidence has been uncovered of another potential owner.
- 3.22 In the circumstances, the Council has included Plot 40 in the Order and will serve Notice of the Making of the Order by affixing Notice to the nearest lamp-post, there being no object on the land itself to which Notice can be affixed.

4 ENGAGEMENT WITH COMMUNITIES AND OWNERS

COMMUNITIES

- 4.1 The GAIA project has been the subject of extensive consultation and engagement. The proposals, which are based on a clear understanding of the project objectives, have evolved from an iterative process of consultation with key stakeholders, the local community and local elected representatives.
- 4.2 The approach to engagement has been based on The National Standards for Community Engagement, 2005, PAN3/2010 and was designed to facilitate the early identification of issues, concerns and suggestions from owners, the local community and other interested groups, as well as facilitating buy-in to the implementation of the projects. It was also designed with the aim of developing and maintaining relationships, understanding, acceptance and eventually advocacy.
- 4.3 To ensure maximum public awareness of the project and to enable public opinion to be gathered, a series of well publicised and well attended Public Exhibitions and presentations were held in May/June 2016 and December 2016.
- 4.4 As part of the planning application a Pre–Application Consultation Exercise involved neighbour notifications, press advertisement procedures and a further round of public exhibitions (held in May 2017). A Pre Application Consultation Report was prepared

and submitted providing extensive details of this exercise. This is contained in Appendix F.

OWNERS

- 4.5 Communication with owners has been extensive in nature and variable depending upon individual circumstances, with most private landowners happy to cooperate with requests for access to survey, requests to discuss the proposals including accommodation works and impact on their land.
- 4.6 A few private landowners have been reluctant to engage and the Council continues to encourage them to do so.
 - The Airport have been fully engaged in early scheme design and masterplanning and project development from the outset and are a member of the GAIA Steering Board (along with the Council, Scottish Enterprise, Glasgow City Council, Renfrewshire and Glasgow Chambers of Commerce, Strathclyde University and University of West of Scotland). They are however reluctant to enter into a voluntary agreement with the Council which includes all the land required at Arran Avenue. The Council understands this relates to a concern that additional traffic generated from the Westway business park may have a detrimental impact on the airport road network. As part of the Scheme development extensive traffic modelling has been undertaken (in conjunction with the Airport's representative) which demonstrates this is not the case and the Council will continue to engage with the Airport to reach a voluntary agreement. However to ensure the Council can deliver the Scheme in the required timescales we need to proceed with the Compulsory Purchase Process as per the Guidance. An area of developable land adjacent to the existing airport boundary purchased by the Council at Netherton Farm is currently identified to facilitate and enable airport development. The total area of land to be acquired from the airport is approximately 8.5 acres and the Council and airport have agreed in principle that this land will be "swapped" with an equivalent acreage of the development land at the airport boundary that the airport desire to assist in their masterplan development.
 - There are three parties with an interest in the land at the Premier Inn (Plots 28 and 29) namely Glasgow Airport, Bayside Investments Limited and Whitbread plc. The original land take was identified as 262 sq. m. acquisition. This has been reduced to 59 sq.m. acquisition plus 24 sq. m. temporary servitude as some of the land is required to facilitate construction only and will not from part of the final new road / cycleway. This has been possible as the original plan was to take the new cycleway around the corner and finish on Sanderling Road far enough from the roundabout to provide a road crossing opportunity but it has now been agreed to stop short of the roundabout at Abbotsinch Road / Sanderling Road and at that point tie into an existing shared cycleway / footway. Plot 28 is currently grassed landscaping with a semi derelict fence. The Council will provide new fencing along the extent of the affected land.
 - Inchinnan Cruising Club (plots 15, 16A, 16B,16C and 16D) expressed concerns both directly and through the planning process regarding their ability to make continued use of their land and we have ensured the design enables them to use the land in the same way as now. Planning Application: Report of Handling (Application Number 17/0485/PP) states "Insofar as Inchinnan Cruising Club is

concerned, the proposals are assessed as having no net detriment and any impact is of a very minor and local nature and is significantly outweighed by the wider public, active travel and economic development and investment benefits that the proposals will deliver".

- 4.7 Most negotiations have been positive, with the Council attempting to meet the reasonable requirements of owners wherever possible. For example in relation to the voluntary purchase of the key development site at Netherton Farm, the Council have agreed terms which enable the current owner to remain in the farmhouse, with ownership transferring to the Council at a later stage. Discussions with ForFarmers (Plots 24A-24F and 25A 25C) have also been positive with ForFarmers keen to enter into a legal agreement with the Council as soon as possible. Discussions with Westway Business Park have also been positive, though have currently stalled due to the administration of the current owners. The Council have made contact with the prospective new owners who are keen to discuss the wider proposals and are anticipating a legal agreement will be reached with new owners early in 2018.
- 4.8 Methods employed have included standard mail and recorded delivery letters; emails; phone calls; and face to face discussions. This communication has continued, where possible, through initial identification of corridor options, through the refinement of various design options and onto the final designs. Appendix C records the engagement with affected parties. Feedback from these consultations has influenced the preferred route of the roads and bridge infrastructure and the extent and nature of accommodation works.
- 4.9 The pre-planning application consultation process required neighbour notification and press advertisements. A standard neighbour notification procedure was carried out, and for land without an associated postal address adjoining the boundary of the application site, a neighbour notification advertisement was displayed in the Edinburgh Gazette on 14th July 2017 and in Paisley and Renfrewshire Gazette on 19th July 2017. Neighbour notification letters were sent out on 10th July 2017. Known directly affected owners were also advised of the public events held in May/June 2016, December 2016 and May 2017. Detailed information on this is contained in the Pre Application Consultation Report in Appendix F.
- 4.10 The subsequent planning application "Glasgow Airport Investment Area, Abbotsinch Road, Paisley (reference 17/0485/PP)" was submitted to Renfrewshire Council on 05 July 2017 and planning permission was granted on 7 November 2017. A copy of the planning permission is attached at Appendix G.
- 4.11 A further land referencing exercise was undertaken, in June 2017, using known title boundaries and the final project design. This involved communication with all known affected parties. A copy of a typical letter and reference plan is included within Appendix D.
- 4.12 A Senior Asset and Estates surveyor at Renfrewshire Council is acting on behalf of the Council and Project Team in the negotiation of land purchase.
- 4.13 Early attempts to secure voluntary agreements are generally positive and this has resulted in the appropriate Council Policy Board (Infrastructure, Land and Environment) on 30 August 2017 approving the voluntary acquisition of a key site for this project. The

decision included the acquisition being completed on 1 November 2017 in advance of a planning decision being received.

- 4.14 The Council remains committed to securing the required land by voluntary acquisition and will continue to engage with the affected parties throughout the process. The Council is willing as part of this process to meet the Sellers reasonable requirements where this is possible in the context of the Scheme. Negotiations will continue in parallel until either successful voluntary agreements are achieved or the required land has been secured through the confirmation of this Order.
- 4.15 This is in line with Scottish Government Guidance (Planning Circular 6/2011, Compulsory Purchase Orders). The Order will only be relied upon, should voluntary agreement not be satisfactorily concluded within the required timescales for the Scheme.
- 4.16 Negotiations continue with remaining owners and the design has accommodated their requirements wherever possible. This is particularly the case in relation to Glasgow Airport requirements where they have made available their Head of Planning and Development to attend meetings with the Council, the Council's technical advisers and masterplanners and provide input and agree all aspects of the masterplanning and road layout relating to the Scheme to ensure this complements their future masterplan and expansion ambitions. The Council is hopeful that they will be successful in agreeing voluntary terms in relation to the majority of the required land.
- 4.17 The Council has updated affected parties with regard to the Compulsory Purchase Process and any other matters relevant to the Scheme all in line with the guidance. The Council has also issued to affected parties:
 - The Scottish Governments publication "Compulsory Purchase and Compensation – a Guide for Owners, Tenants and Occupiers in Scotland"
 - Background Information on the GAIA project
- 4.18 The Council has created a specific webpage (<u>www.renfrewshire.gov.uk/citydealcpo</u>) for this CPO to host a copy of the Order and the maps referred to therein along with this Statement of Reasons. Covering letters issued to land owners, tenants etc. contain details of the Council's CPO webpage. A link to the Scottish Government's web page where additional information can be sought is available from the Council's CPO webpage.

5 ASSESSING ALTERNATIVE WAYS OF REALISING THE PURPOSE

- 5.1 The airport is a key component of the City Region and Scotland's economic infrastructure and has been identified as a key driver of the City Region economy. It is the City Region gateway for International travel, with several key business locations in the surrounding area. The infrastructure being delivered as part of the GAIA project aims to facilitate the creation of a world class business and commercial offering, adjacent to the airport, which is one of the biggest employers in the area and one of Europe's fastest growing airports, with over 10 million passengers per annum.
- 5.2 The geographic location for GAIA is due to its close proximity to the M8 motorway as well as key locations with considerable potential for economic growth such as the Airport, Westway and Inchinnan Business Parks, Paisley and Renfrew town centres.

- 5.3 GAIA will help to better link up these existing business parks, enhancing connectivity and addressing severance between communities and key employment locations and in doing so it will generate business growth, attract inward investment, support the airport's growth and underpin Renfrewshire's pivotal role in the Glasgow City Region.
- 5.4 To do this GAIA will deliver the infrastructure and environmental improvements necessary to deliver the vision of creating an internationally recognised centre for innovation, research and advanced manufacturing within a world class business and commercial location centred on an international airport.
- 5.5 The infrastructure proposals to be delivered as part of the GAIA project, reflect the outcome of a multi stage options identification and appraisal process, which included;
 - A City Region Programme Level strategic SWOT and cost-benefit analysis.
 - A high-level desk based qualitative assessment for the project Strategic Business Case to consider and evaluate the project interventions that could be provided that would counteract the area's existing development constraints.
 - A bespoke, 3 stage objective based option assessment process for the project Outline Business Case that considered the environmental, engineering, economic and traffic effects of alternative proposals, with the aim of identifying preferred options of each infrastructure intervention and finalising the scope of the project.
- 5.6 At the City Region Programme Level, the strategic SWOT and cost-benefit analysis formed the basis of the options appraisal for the grouped City Deal projects, of which the GAIA project was one. The projects were appraised primarily against the ability to unlock the City Region development potential and generate additional GVA i.e. increase the value of goods and services produced in the area, with additional consideration given to potential wider regeneration benefits. The GAIA project is predicted to deliver £118m of GVA towards to overall City Deal programme GVA of £2.2 billion uplift across the City Region, as calculated by consultants KPMG on behalf of the Glasgow City Region.
- 5.7 The initial qualitative assessment concluded that the infrastructure elements described in paragraph 2.1 of this SoR provided the greatest potential to deliver against the project core objectives and the overall objectives of City Deal within the available City Deal funding envelope.
- 5.8 This was followed by a bespoke 3 stage objective based option assessment process for the Outline Business Case that considered the environmental, engineering, economic and traffic effects of alternative proposals, with the aim of identifying preferred options of each infrastructure intervention and finalising the scope of the project. The method adopted for this options assessment followed the broad principles of the The Design Manual for Roads and Bridges DMRB - Volume 5 Assessment and Preparation of Road Schemes, Section 1 Assessment of Road Schemes and of STAG (Scottish Transport Appraisal Guidelines), in terms of understanding the transport challenges, issues and opportunities. The development of a Masterplan for GAIA was identified as a key factor in achieving the City Deal objectives and as such a masterplanning consultant was engaged to ensure that masterplanning considerations formed a key part of this stage of the iterative assessment process.

- 5.9 The options generation and assessment process utilised workshops, desk based assessment, stakeholder consultation and site walkovers throughout the development process which comprised main 3 main stages:
 - Confirmation and refinement of Project Objectives.
 - Corridor Assessment Identification and appraisal of potential routes and bridge crossing locations, including connections with the existing transport network, assessed against project objective and environmental considerations;
 - Route Development Development and appraisal of routes within the selected corridors assessed against engineering, environmental and traffic and economic criteria, leading to selection of preferred options.
- 5.10 The airport were key in these workshops as it was recognised that the final solutions were designed in part to accommodate their future development and expansion plans.
- 5.11 Each of the route options taken forward from the corridor assessment was then developed and its comparative merits quantitatively and qualitatively assessed in terms of engineering, environmental and traffic / economic terms using the sub-criteria listed below. As outlined above, this comparative assessment is broadly based on a DMRB type assessment for a road scheme, adapted to ensure they measure performance relevant to the refined project objectives.

Assessment Criteria	Sub-Criteria		
Objectives	Local (project specific) Masterplanning	Transport Planning Sustainability	
Engineering Criteria	Engineering Standards; Geotechnical; Hydrology & Drainage	Public Utilities; and Structures	
Environmental Criteria	Policies and Plans; Land Use and Communities; Geology, Soils and Contaminated Land; Water Quality, Drainage and Flooding; Landscape and Visual;	Ecology and Nature Conservation; Archaeology and Cultural Heritage; Noise and Vibration; and Air Quality Sustainability	
Traffic and Economic Criteria	Traffic Flow Comparison Journey Times and Speeds to key destinations	Accessibility (TRACC) Economics	

Each option was then assessed and scored using a seven point scale, which originates from the Scottish Transport Appraisal Guidance (STAG), with the highest scoring option being designated as the preferred option and taken forward to detailed design.

REALIGNMENT OF ABBOTSINCH ROAD

- 5.12 For the realignment of Abbotsinch Road, three corridors were identified;
 - A01 towards the west of the corridor, defined by the Glasgow Airport's requirements for a revised airside boundary;
 - A02 between A01 & A03 and
 - A03 towards the east of the corridor, close to the White Cart Water.
- 5.13 The merits of each option were assessed and appraised, taking into account the project objectives and various key constraints and influences inclu



various key constraints and influences, including;

- A revised Glasgow Airport airside boundary required to accommodate the future realignment of a section of taxiway and relocation and development of new cargo, maintenance and ancillary facilities.
- The road alignment at the junction of Abbotsinch Road, Greenock Road, Inchinnan Road, where the location is constrained by 3 listed bridge structures, but where alterations were required to aid traffic flows and safety.
- The national 132KV electricity transmission circuit.
- The tidal and fluvial flood plains.
- The desire to retain the Netherton Farmhouse to accommodate the Seller.
- The need to set a road alignment which would be suitable for future development (including airport future development) and ultimately help deliver the project benefits.
- Feedback from a public consultation exercise carried out in May / June 2016.
- 5.14 When assessed against project objectives and environmental considerations, no corridor options were sifted out with all 3 taken forward for more detailed route assessment.
- 5.15 The comparison of the 3 route options for the realignment of Abbotsinch Road was based on a requirement for a road cross section comprising a 2 lane single carriageway (7.3m wide) and NMU provision including a 3.0m wide shared footway /cycleway on both sides of the carriageway. Overall, the route option assessment indicated little differentiation between the options but with A01 and A02 preferred primarily due to the greater adverse impact in environmental (inc carbon) assessment criteria of A03.
- 5.16 Further to discussions between key stakeholders including the airport and the external Masterplanners (5 Plus Architects) however, it was agreed that the developing Masterplan (which included alignment with the airport's own masterplan), should be the

final determining factor in the route selection. Accordingly, Option A02 was selected as the preferred option for the Abbotsinch Road Corridor.

WRIGHT STREET LINK

5.17 The Wright Street Link is intended to improve cross river connectivity, giving better access to the airport complex and the strategic road network from Westway Business Park and the adjacent development sites on the south side of Wright Street, taking HGV traffic away the residential from area of Portefield Road in Renfrew. The new bridge will also better link communities with employment centres on the west side of the White providing Cart. new opportunities for active travel.



- 5.18 Taking into consideration key engineering constraints including road geometry and potential flood impact, four corridor options were generated for the Wright Street Link, all with bridge crossings spanning the White Cart Water and linking Abbotsinch Road and development sites on or adjacent to Wright Street.
 - C01 runs from Abbotsinch Road in the vicinity of Abbotsinch Playing Fields connecting directly across the river to the Westway Industrial Park;
 - C02 runs from an unused access through the airport longs stay car-park connecting directly across the river to Wright Street;
 - C03 connects from Arran Avenue sweeping north east to connect with Wright Street;
 - C04 connects from Arran Avenue to Sandyford Road.
- 5.19 When assessed against project objectives and environmental considerations, corridor option C04 (Arran Avenue to Sandyford Road) was sifted out due to;
 - Adverse impact on potential development sites
 - Adverse impact on nearby residential areas off Sandyford Road
 - Potentially adverse impact on traffic flows at junction with existing road network at eastern end (Paisley Road)
 - Failure to provide adequateaccess to key development sites
- 5.20 The comparison of the 3 remaining route options were based on a requirement for a road cross section comprising a 2 lane single carriageway (7.3m wide) and NMU provision including a 3.0m wide shared footway /cycleway, with horizontal and vertical geometry as appropriate, and raised above the flood design level. Overall, the assessment indicated little differentiation between C01 and C02, but with the C02 tie in

on the Wright Street side slightly preferred due to the lesser adverse impact on Westway Business Park site and the benefit of being closer to the adjacent development sites.

- 5.21 C03 was the least preferred option due to unfavourable scoring when assessed against engineering criteria in particular regard to compliance with engineering standards and geotechnical considerations.
- 5.22 Further to the outcome of the assessment process outlined above and subsequent detailed input from the Airport and the Masterplanners, it was agreed that White Cart crossing location C02 with an alternative tie in point on Abbotsinch Road at Arran Avenue should be taken forward as the preferred option due to its lesser impact on the current and future operation of the Airport long stay car park when compared with the original C02 option.

NON MOTORISED USED (NMU) LINKS TO CYCLEWAYS AND CORE PATHS

- 5.23 Providing a significant change to sustainable transport opportunities is a key objective of this City Deal project. To this end, a number of NMU organisations were consulted directly and subsequently invited to a workshop in April 2016, with the aim of discussing the project proposals, including how the new shared footways and cycleways being delivered as part of GAIA project could link with existing core paths and cycleways, as well as other new NMU routes being delivered as part of the neighbouring Clyde Waterfront & Renfrew Riverside project and as part of Renfrewshire Council's Cycling Strategy.
- 5.24 Attendees at the workshop included Sustrans; Strathclyde Partnership for Transport (SPT); Glasgow and Clyde Valley Green Network; Glasgow City Council; and Renfrewshire Council, all of whom were able to identify and consider issues, concerns and constraints and help shape the route options and emerging design proposals for pedestrians and cyclists. Further feedback from a number of NMU groups was received outwith the workshop and was incorporated into the design were appropriate, as were comments received at the various public exhibitions.
- 5.25 A key concern raised during consultations, and by special interest groups at the NMU workshop, was the potential problems in linking the new shared footways / cycleways on the realigned Abbotsinch Road with a proposed new off-road Inchinnan Cycleway (Planning Application 17/0487/PP) to the south of the A8 Inchinnan Road, west of Inchinnan Bridge



and a new off road shared footway and cycleway being delivered as part of the Clyde Waterfront & Renfrew Riverside Project (Planning Application 17/0486/PP).

5.26 The concerns raised related to the current sub-optimal and potentially unsafe arrangements for NMU crossing the listed bridges over the Black and White Cart Waters where the road narrows and the footway / pavement on the North side of the bridge narrows to approximately 700mm wide, significantly less than the recommended minimum 1.5m passing distance for cyclists.

Further to consultations with HES over the potential for modifications to listed structures, HES indicated that any substantial structural modifications to Inchinnan Bridge and White Cart Bridge to accommodate additional road space would be unacceptable. They did however advise that limited alterations to the approach wingwalls of Inchinnan Bridge and the White Cart Bridge may be acceptable depending on the required extents and reinstatement proposals.

- 5.27 During development of potential mitigation measures, reconfiguration of traffic signals to provide dedicated cycle / pedestrian phases across the listed Bridges was considered impractical due to the adverse impact on operation of the junction, which is currently operating over capacity. Accordingly, alternatives for NMU crossing Inchinnan Bridge (over the Black Cart Water) and White Cart Bridge were explored.
- 5.28 At the Inchinnan Bridge, four options were initially generated in order to connect the proposed GAIA shared footways / cycleways with the proposed Inchinnan Cycleway (Planning Application 17/0487/PP). Subsequent to consultations with stakeholders, a preferred option was identified comprising a new cycleway & pedestrian bridge, parallel to and south of the existing Inchinnan Bridge, which will be delivered as part of the Inchinnan Cycleway (Planning Application 17/0487/PP). The Scheme covered by this Order takes cycles and pedestrians away from this constrained and congested junction. If the separate cycleway and the Clyde Bridge Project Scheme are progressed then these added connections will bering further additional benefits to this Scheme.
- 5.29 At the White Cart Bridge, a preferred option was developed whereby the existing masonry arch bridge could be bypassed by a new length of cycleway connecting Abbotsinch Road to the Bascule Bridge south of the A8 via the access to Inchinnan Cruising Club See below drawing). This option minimises impact on the listed White Cart Bridge and minimises any adverse effect on the Inchinnan Cruising Club entrance / exit, whilst providing a safe and direct NMU route, and at the same time, ensuring the revised Abbotsinch Road, Greenock Road, and Inchinnan Road junction operates satisfactorily.



5.30 The remaining NMU links connecting the realigned Abbotsinch Road and the Wright Street Link with existing and proposed NMU routes at Arran Avenue and Sanderling Road were developed in consultation with key stakeholder and landowners in the area, including Glasgow Airport. The preferred routes for these shared footway / cycleway connections predominantly utilise existing footways along Arran Avenue and Abbotsinch Road.

6 PUBLIC BENEFIT

- 6.1 The Council believes there is a compelling case in the public interest to acquire the Order land.
- 6.2 Substantial infrastructure investment is needed to realise Renfrewshire and the wider City Region economic potential. The GAIA project is a key element of Renfrewshire Council's regeneration programme, acting as a catalyst for significant investment and development. The Council is of the view that the redevelopment and improvement associated with the GAIA Project will contribute significantly towards to the economic, social and environmental well-being of Renfrewshire and the greater Glasgow city region area.
- 6.3 It is considered that the public benefits of the GAIA project to the residents of Renfrewshire and the wider population of the Glasgow City Region will outweigh the interference with individual property owners' interests and that the Order is reasonable and proportionate. The GAIA Project will create opportunities for transformational change resulting in improved business conditions and increased employment and development opportunities including the creation of 10,000 new jobs. The GAIA Project will deliver significant public benefits including:
 - the creation of significant areas of employment land (industrial, commercial and office) resulting in job opportunities for the local population (including a boost to the incomes of young people, those in longer term unemployment and those tackling barriers to gaining employment);
 - a more efficient and better connected transport system, which will reduce congestion and will improve the mobility and opportunities for the area's workforce;
 - improved safety and conditions for pedestrians and cyclists. The new road network with associated cycle tracks will expand the active travel network removing bottlenecks and barriers to cycling and walking;
 - remediation of under-used or ineffectively used land; and
 - a significantly improved environment through the use of high quality landscaping to encourage high quality development and regeneration.
- 6.4 These benefits clearly demonstrate that there is a compelling case in the public interest for the Order. If this Scheme does not take place in its entirety within a reasonable timeframe or possibly not occur at all, then these much needed public benefits will be lost.
 - In developing the Scheme discussions have taken place with affected landowners and wherever possible the Council have sought to minimise the impact on owners by reviewing and amending the final design to keep the interference with owners' interests to the minimum necessary. For example Plots 28 and 29 have three impacted interests namely Glasgow Airport, Bayside Investments Limited and Whitbread plc. The original land take was identified as 262 sq. m. acquisition. This has been reduced to 59 sq.m. acquisition plus 24 sq. m. temporary servitude as some of the land is required to facilitate construction only and will not from part of the final new road / cycleway. This has been possible as the original plan was to take the new cycleway around the

corner and finish on Sanderling Road far enough from the roundabout to provide a road crossing opportunity but it has now been agreed to stop short of the roundabout at Abbotsinch Road / Sanderling Road and at that point tie into an existing shared cycleway / footway. The land required on Plot 28 is currently grassed landscaping with a semi derelict fence. The Council will provide new fencing along the extent of the affected land.

- Inchinnan Cruising Club expressed concerns both directly and through the planning process regarding their ability to make continued use of their land and the Council has ensured the design enables them to use the land in the same way as now. Planning Application No 17/0485/PP Report of Handling states "Insofar as Inchincan Cruising Club is concerned, the proposals are assessed as having no net detriment and any impact is of a very minor and local nature and is significantly outwieighed by the wider public, active travel and economic development and investment benefits that the proposals will deliver. The Council continues to seek suitable design scenarios which will allow access to potential future development land for the Club.
- 6.5 On balance therefore it is considered that interference with private rights of those with an interest in the land required is outweighed by the public benefits which the Project will bring. In principle compulsion is, therefore, considered to be not only necessary but justified in the public interest.

7.0 THE PLANNING POSITION

- 7.1 A Planning application "Glasgow Airport Investment Area, Abbotsinch Road, Paisley (reference 17/0485/PP)" was submitted to Renfrewshire Council on 05 July 2017 and the Scheme obtained Planning Permission on 7 November 2017.
- 7.2 The implementation of the Scheme therefore will support the objectives of NPF3 which notes "Scotland's major airports provide a gateway to Scotland and in particular to the cities network. We support the enhancement of Scotlands five main airports as a national development. These gateways are important locations for investment the national development includes business related development around Glasgow and Prestwick airports...." It continues by stating "Close to Edinburgh, Glasgow and Prestwick Airports there are significant opportunities for business development as an associated land use" therefore the proposals confirm in terms of location and description of classes of development, in terms of facilitating business, general industrial or storage and distribution use near an airport location and development involving the construction of new walking and cycling routes. The proposals are therefore considered to fully accord with the Third National Planning Framework.
- 7.3 Clydeplan policy E5 states "The Council promotes the area around Glasgow Airport as a key location which will support economic growth and the requirements of the airport". Proposals are considered to be consistent with Policy E5.
- 7.4 Renfrewshire Local Development Plan Policy E2 proposes an area around Glasgow Airport and in part Inchincan Business Park, Westway and Linwood as key locations which support economic growth, the operationsal requirements of the airport and the regeneration and renewal of the Cart Corridor. The proposal to introduce a new bridge connecting Westway to the wider airport area and road improvements which will improve connectivity and are consistent with Policy E2.

- 7.5 Scotland's Planning Policy (SPP) "focuses plan making, planning decisions and development design on the Scottish Government's Purpose of creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth." This Scheme aligns with the SPP by directly contributing to the 4 outcomes of the SPP by creating: a successful sustainable place, through creation of opportunities for regeneration; a low carbon place, by reducing travel journey times and increased opportunity for public and active travel; a natural resilient place, by linking areas of leisure, open space, water frontage and the communities who would wish to use them; a more connected place, by linking disengaged communities, businesses and the facilities which support them.
- 7.6 The Strategic Transport Projects Review (STPR) notes the importance of connectivity and the role that transport infrastructure investment can play in maximising potential and reducing disparities. The improved connections across the White Cart and linkage of this project to the Clyde Waterfront and Renfrew Riverside project will facilitate economic development and unlock opportunities in areas which will generate employment options and improve social conditions.
- 7.7 The Infrastructure Investment Plan (IIP) sets out the Government's priorities and aims for major infrastructure investment. By improving connections across the White Cart; providing improved facilities for public transport, cycling and walking, increasing modal shift and generating employment opportunities, this project aligns with the Scottish Governments four priorities. The priorities are stated as; delivering economic growth, managing transition to low carbon, supporting delivery of efficient public services and supporting employment opportunity.
- 7.8 GAIA is identified as a Strategic Economic Investment Location (SEIL) in the Glasgow and Clyde Valley Strategic Development Plan 2012 (SDP). This proposal, through delivery of enhanced greenspace and active travel measures will assist in delivery of the SDP's vision for the green network and for sustainable transport.
- 7.9 This project will deliver against these aims by providing opportunity for economic regeneration, extending access to opportunities across the city region, and improving connectivity while endeavouring to enhance the environment in the project area. The LTS recognises the absence of good walking and cycling connections between the Airport, Paisley and on to Renfrew and Inchinnan and promotes an action to improve these links. This project will help to address this action and will build on the desired outputs and outcomes that are set out in the Council's Outdoor Access Strategy and Core Path Plan.
- 7.10 The Project is therefore supported by, or consistent with, national, regional and local transport and planning policy.

8.0 THE FUNDING POSITION

- 8.1 The project costs are funded by the City Deal Grant and Renfrewshire Council contribution as set out in the City Deal Agreement. The total funding for the GAIA Project is £39.1 million which includes all Project costs.
- 8.2 Renfrewshire Council's contribution has been allowed for through normal financial planning processes and incorporated within the Council's financial planning model.

- 8.3 Additional funding of £78,658 has been secured from Sustrans Community Links Fund towards design costs for active travel routes within the three Renfrewshire Projects. This is match funded from within the overall project budgets and was fully drawn down in financial year 2016/17. There is potential for further funding available subject to approval by Sustrans of a grant application in later rounds of the Community Links Fund. However no assumption of further funding has currently been incorporated into the funding package.
- 8.4 Whilst no other third party funding has been secured, the Council will continue to explore opportunities for contributions for specific work elements from external parties which may assist in delivering an enhanced final scope of work. However, delivery of the base project does not rely on any external funding.
- 8.5 The City Deal Grant Funding is drawn down through the process of Business Case approval. The Strategic Business Case for this project was approved by the City Region Cabinet in June 2016 and gave authority for the project team to draw down up to £2.720m of City Deal funding and develop the Outline Business Case. The Outline Business Case was approved by the Cabinet on 12 December 2016 and gave approval to develop the final business case and included funding of up to £9.360m in total and authority to acquire required land.
- 8.6 A Final Business Case will be submitted when final costs are known. This will not require a further Cabinet approval and will be signed off by the City Region Chief Executives confirming the FBC does not contain significant changes to the approved OBC.
- 8.7 Transfer of the required land would not be finalised until these approvals are in place.

9.0 TIMETABLE / PROGRAMME

9.1 Subject to completion of legal procedures and conclusion of the procurement process, it is intended to award a design and construction contract for the GAIA Project in Quarter 3 2018.

10.0 RELATED ORDERS OR APPLICATIONS

10.1 A Harbour Revision Order (HRO) will be submitted by Renfrewshire Council under section 14 of the Harbours Act 1964 to permit interference with the enjoyment of public rights of navigation for the purposes of constructing, using, maintaining and repairing the Wright Street Link Bridge. The Scottish Ministers are required to confirm they are satisfied in accordance with Section 14(2) (b) of that Act. There is no obvious reason why the Harbour Revision Order will not be made by the Scottish Ministers. A previous HRO exists slightly downstream of the location of the proposed bridge and through consultations it is expected that the new HRO will be granted timeously.

11.0 HUMAN RIGHTS AND EQUALITIES

11.1 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights (ECHR). Various Convention rights may be engaged in the process of making and considering the CPO, including those under Articles 6, 8 and Article 1 of the First Protocol.

11.2 The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole". i.e. compulsory purchase must be proportionate in that in pursuing the public interest the objective to be achieved in making the CPO must outweigh the interference with any private rights. Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a local planning authority. Similarly, any interference with Article 8 rights must be "necessary in a democratic society", i.e. proportionate. The Council is of the view that in pursuing this CPO, it has carefully considered the balance to be struck between individual rights and the wider public Interference with Convention rights, to the extent that there is any, is interest. considered to be justified in order to secure the economic regeneration and public benefits which the Scheme will bring and to secure compliance with local regional and national planning policy.

Entitlement to a Fair and Public Hearing

11.3 Such rights require a fair and public hearing in the determination of a person's several and political rights (ECHR, Article 6). This includes property rights and can include opportunities to be heard in a consultation process. The statutory procedures, taken with the right to object and the statutory challenge, satisfy the requirements of Article 6.

Rights to Respect for Private and Family Life and Home

11.4 Such rights may be restricted if the infringement is in accordance with the law, has a legitimate aim and is fair and proportionate in the public interest (ECHR, Article 8). It is considered that such interferences as may occur as a result of the CPO are in accordance with the law, pursue a legitimate aim and are proportionate having regard to the public interest in the Scheme referred to in this statement.

Peaceful Enjoyment of Possessions (including Property)

- 11.5 This does not impair the right to enforce such laws as the State considers necessary to control the use of property in accordance with general interest (ECHR, Article 1 of the First Protocol). It is considered that the CPO will strike a fair balance between the public interest in the implementation of the Scheme and those private rights which will be affected by the CPO. Compensation will be available under the compensation code to those who can prove they have a legitimate claim arising from the exercise of compulsory purchase powers.
- 11.6 A copy of the Order and the maps referred to therein along with this Statement of Reasons have been deposited at Renfrewshire House, Cotton Street, Paisley, PA1 1TT and may be seen there without payment of fee between the hours of 9am and 4.30pm on business days. The documentation may also be viewed by accessing the following link <u>www.renfrewshire.gov.uk/citydealcpo</u>.

12.0 CONTACT DETAILS FOR FURTHER INFORMATION

Barbara Walker, Depute Project Director

Margaret Law, Senior Estates Surveyor

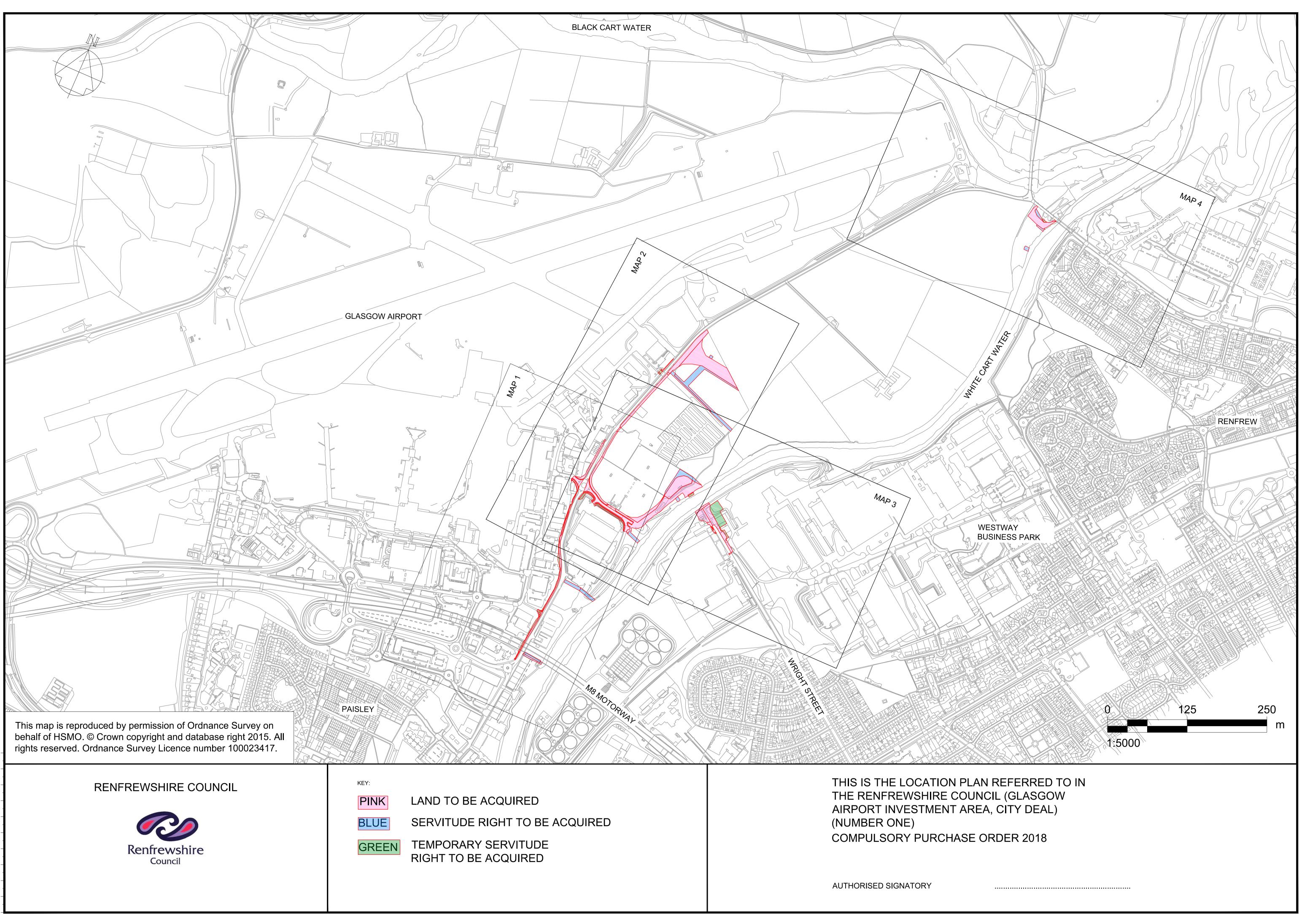
mailto:citydeal@renfrewshire.gov.uk

www.renfrewshire.gov.uk/citydealcpo

APPENDIX A LOCATION PLAN

(Paragraphs 1.13 and 3.1)

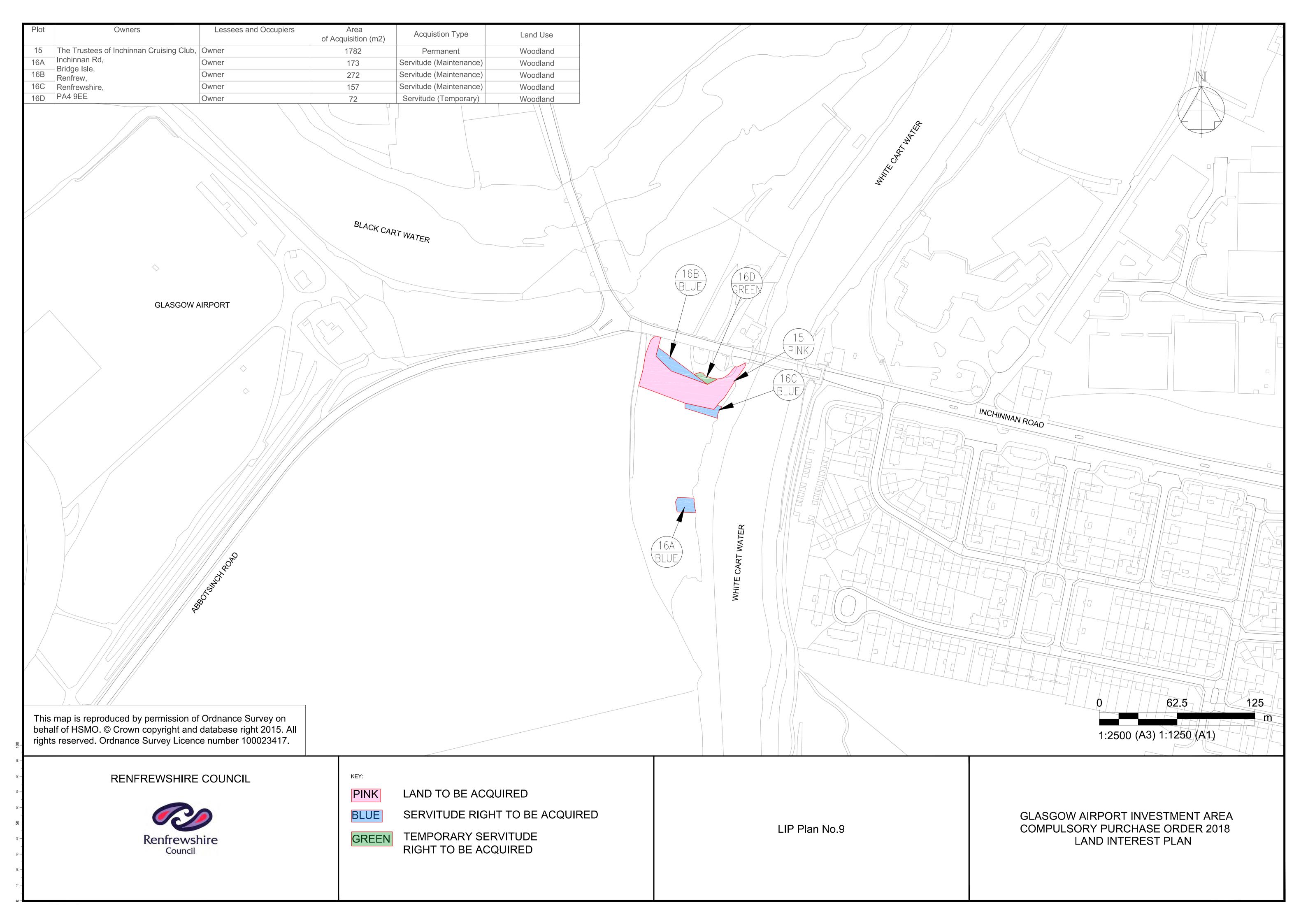
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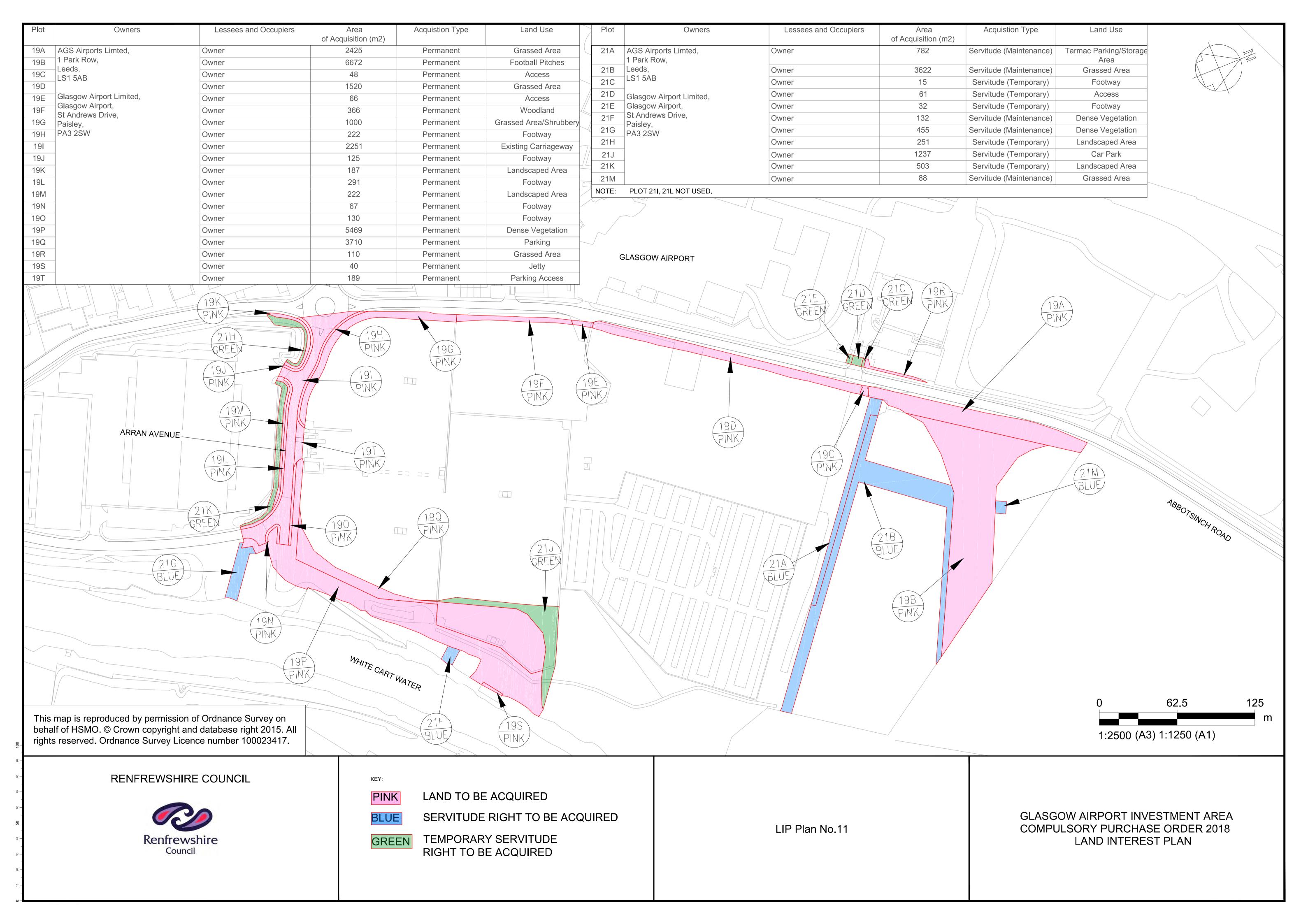


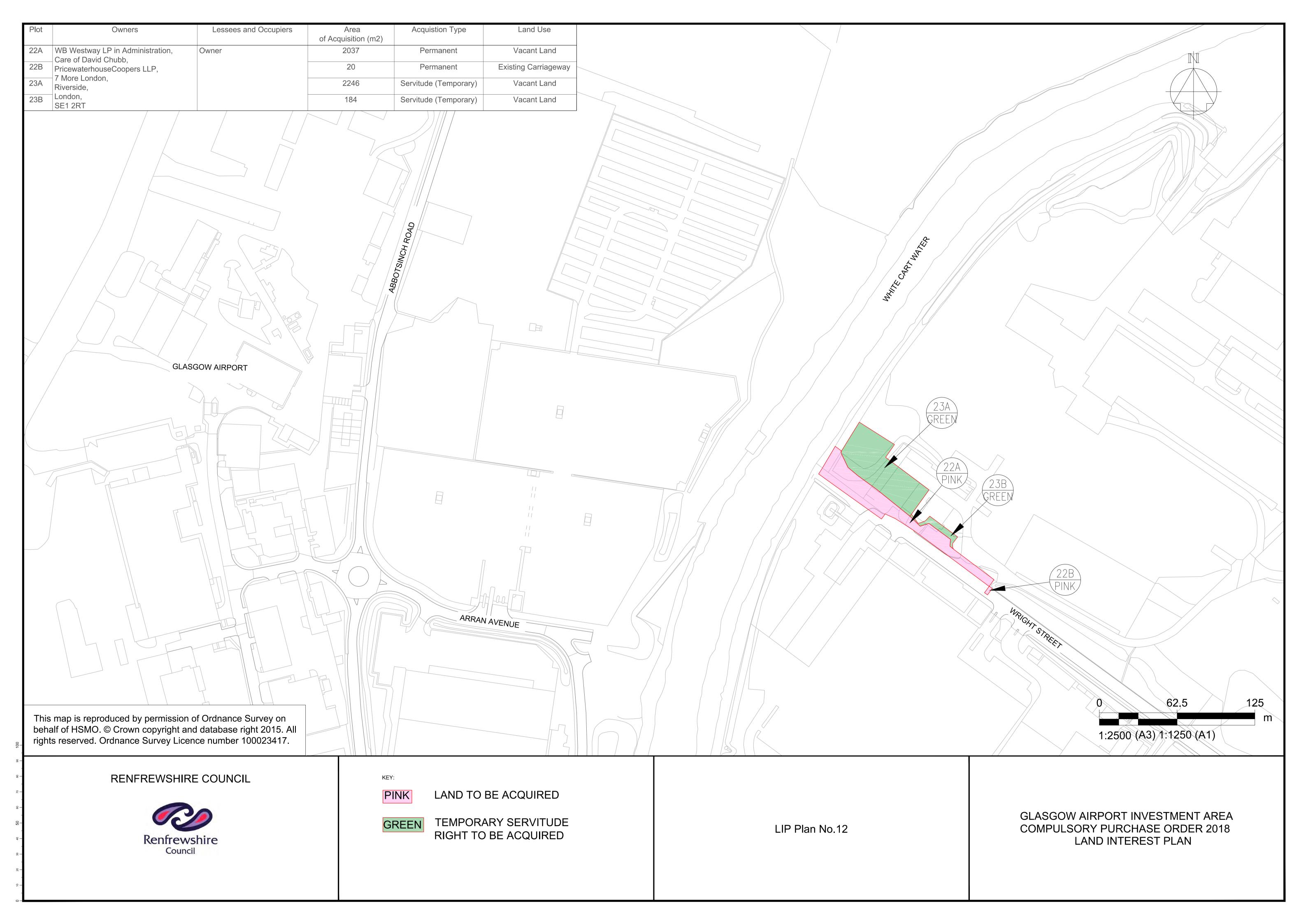
APPENDIX B LAND INTEREST PLANS

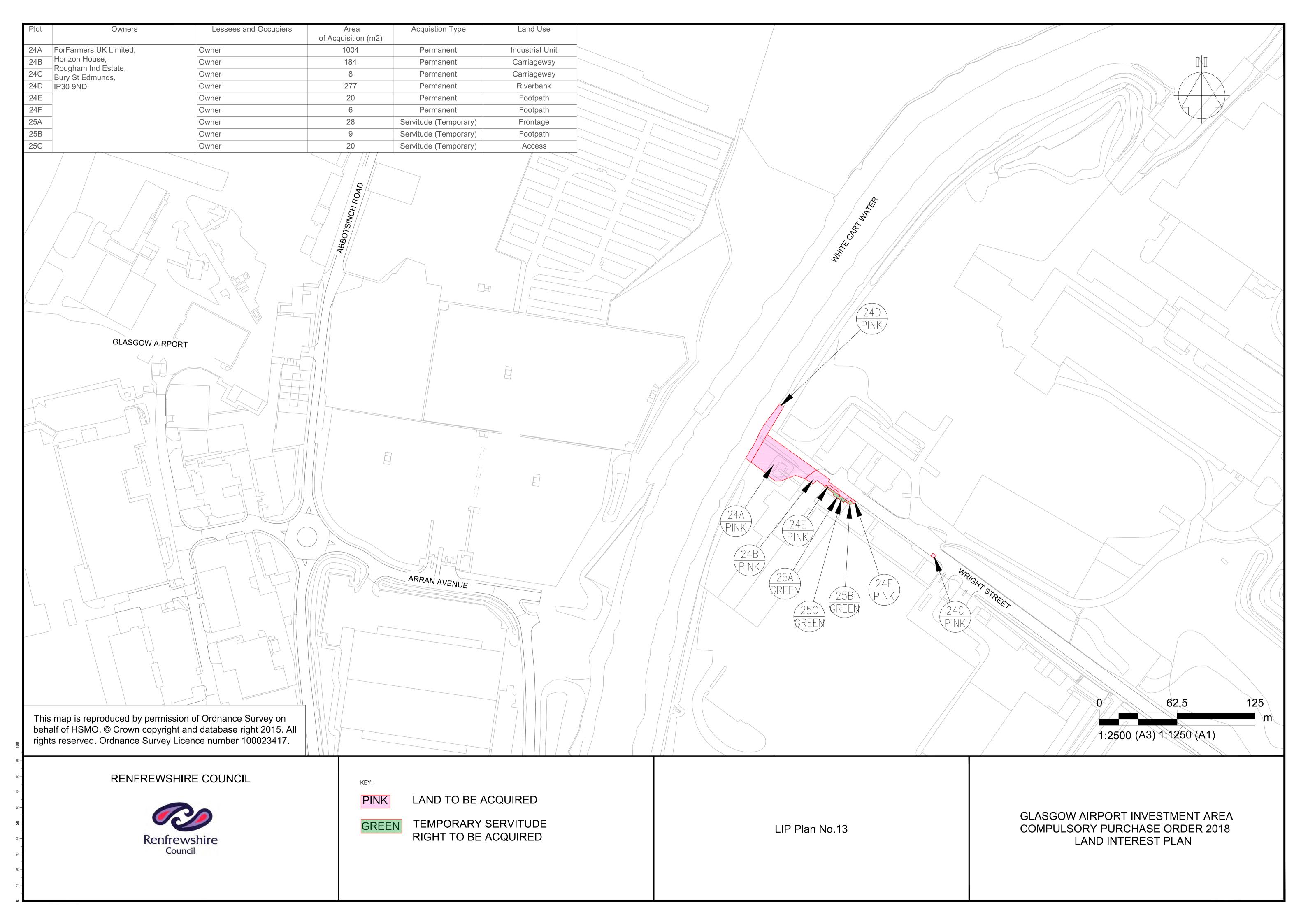
(Paragraph 3.3)

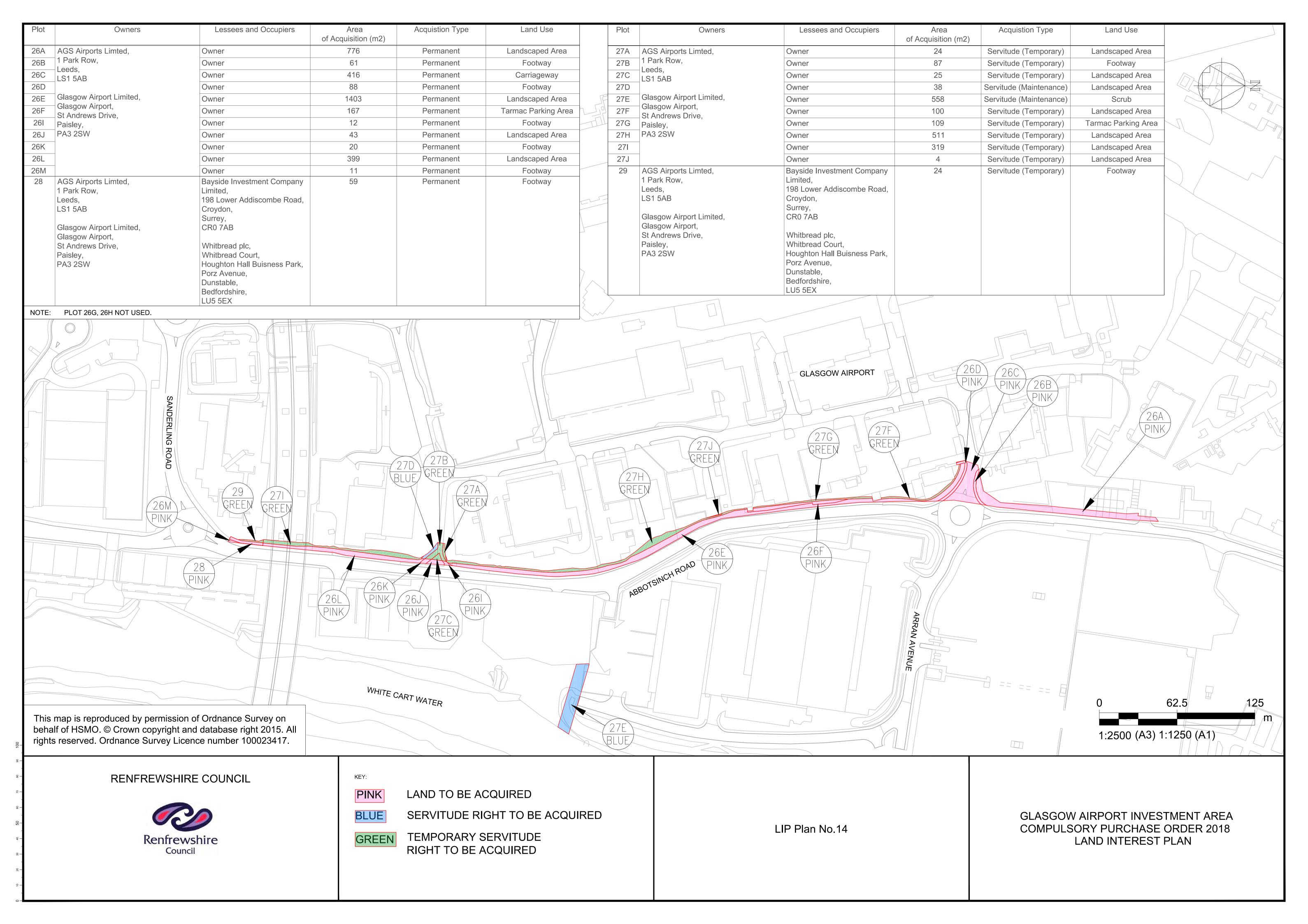
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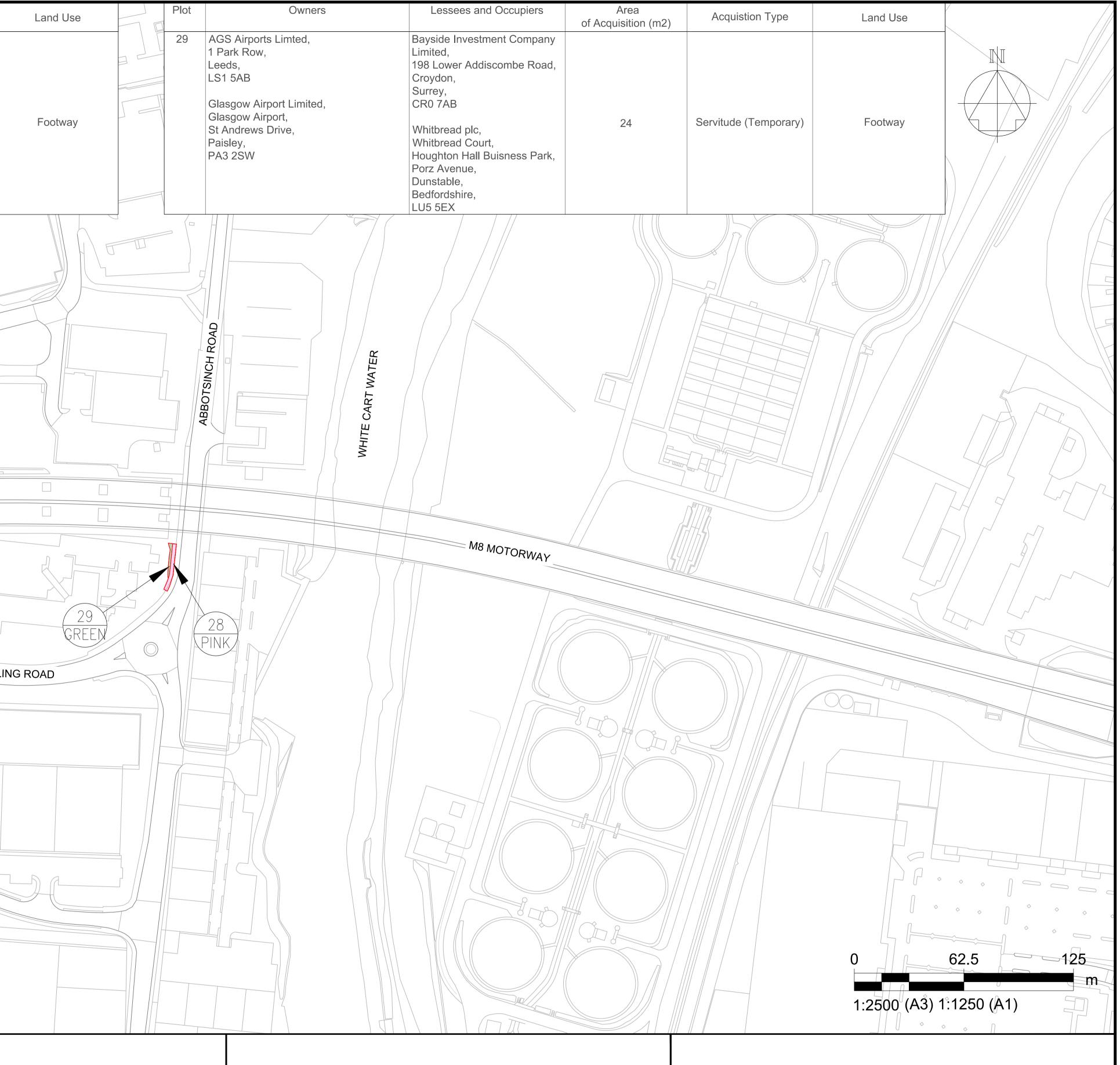






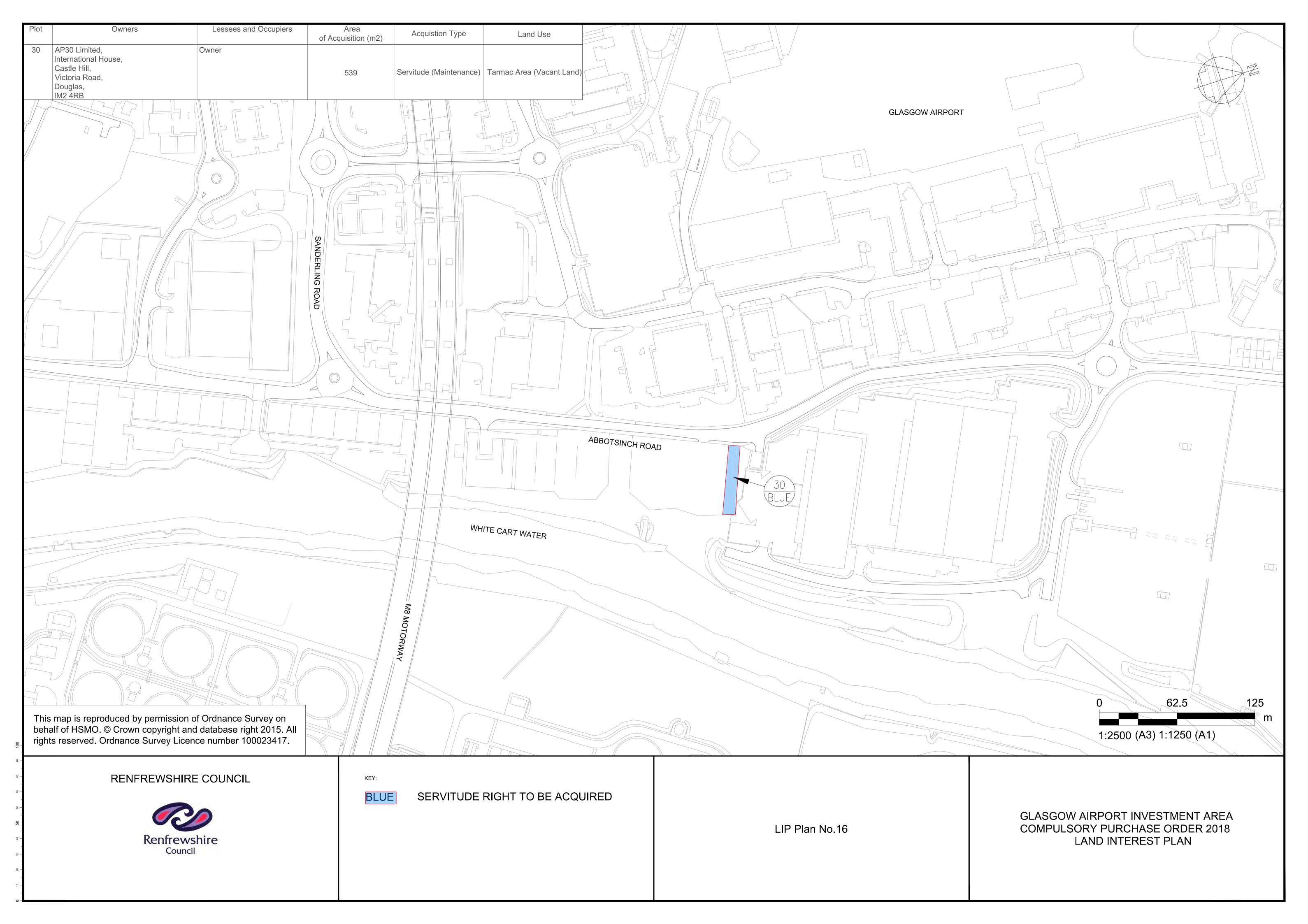


Plot Owners Lessees and Occupiers Area Acquistion Type of Acquisition (m2) AGS Airports Limted, Bayside Investment Company 1 Park Row, Limited, 198 Lower Addiscombe Road, Leeds, LS1 5AB Croydon, Surrey, CR0 7AB Glasgow Airport Limited, Glasgow Airport, 59 Permanent St Andrews Drive, Whitbread plc, Paisley, Whitbread Court, Houghton Hall Buisness Park, PA3 2SW Porz Avenue, Dunstable, Bedfordshire, LU5 5EX 1> \bigcirc \bigcirc SANDERLING ROAD This map is reproduced by permission of Ordnance Survey on behalf of HSMO. © Crown copyright and database right 2015. All rights reserved. Ordnance Survey Licence number 100023417. **RENFREWSHIRE COUNCIL** KEY: PINK LAND TO BE ACQUIRED TEMPORARY SERVITUDE GREEN **RIGHT TO BE ACQUIRED** Renfrewshire Council

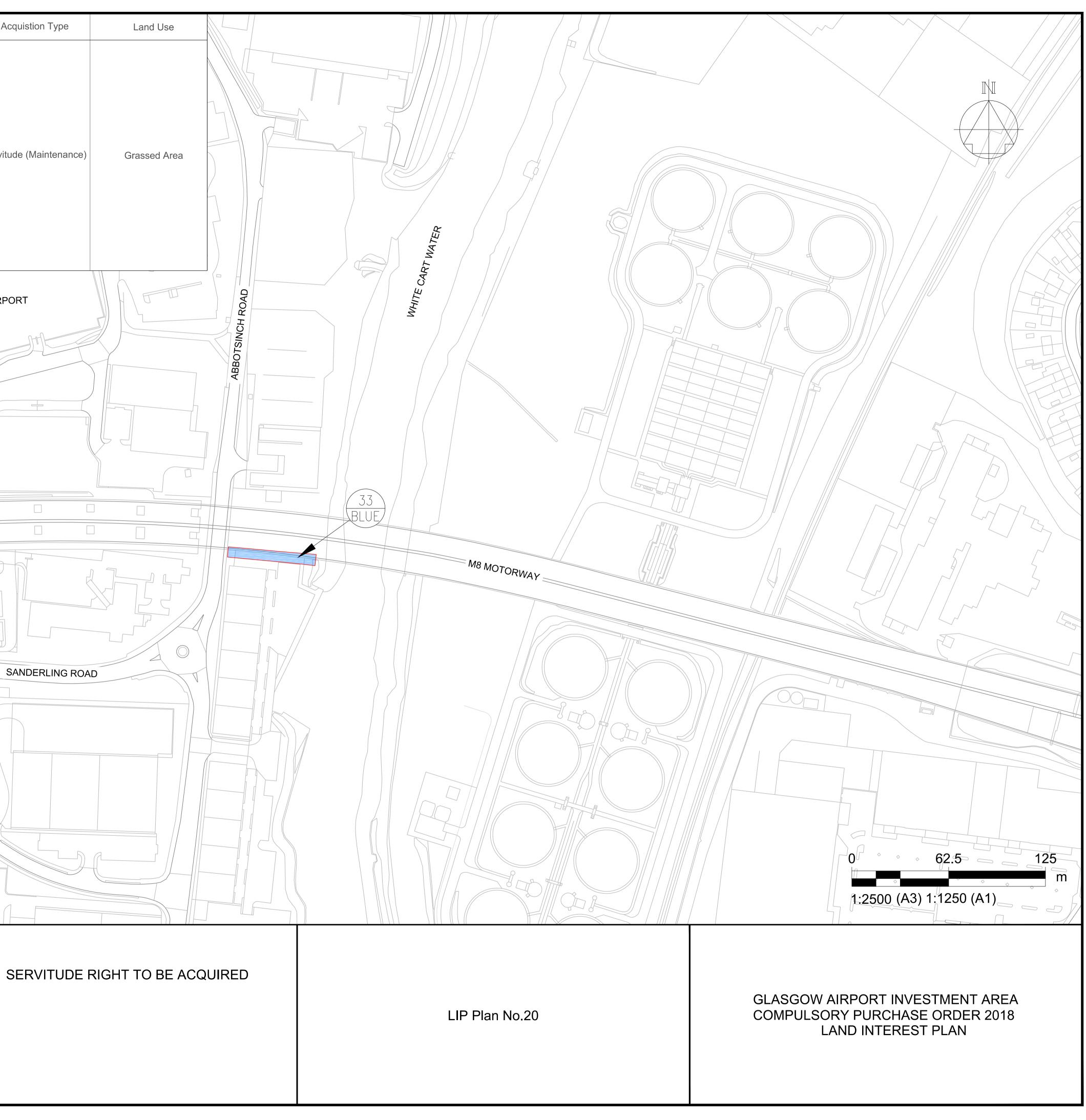


LIP Plan No.15

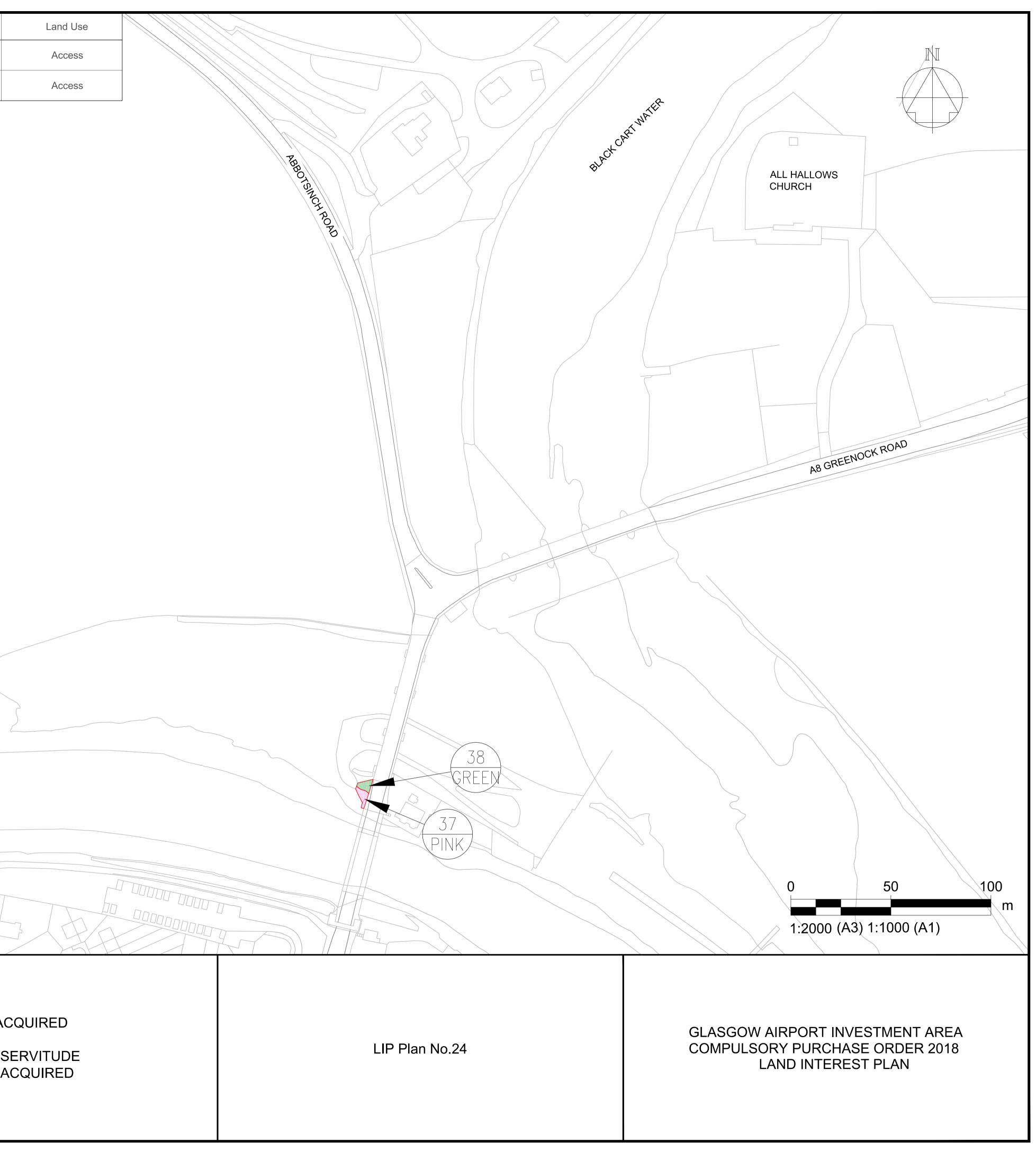
GLASGOW AIRPORT INVESTMENT AREA COMPULSORY PURCHASE ORDER 2018 LAND INTEREST PLAN

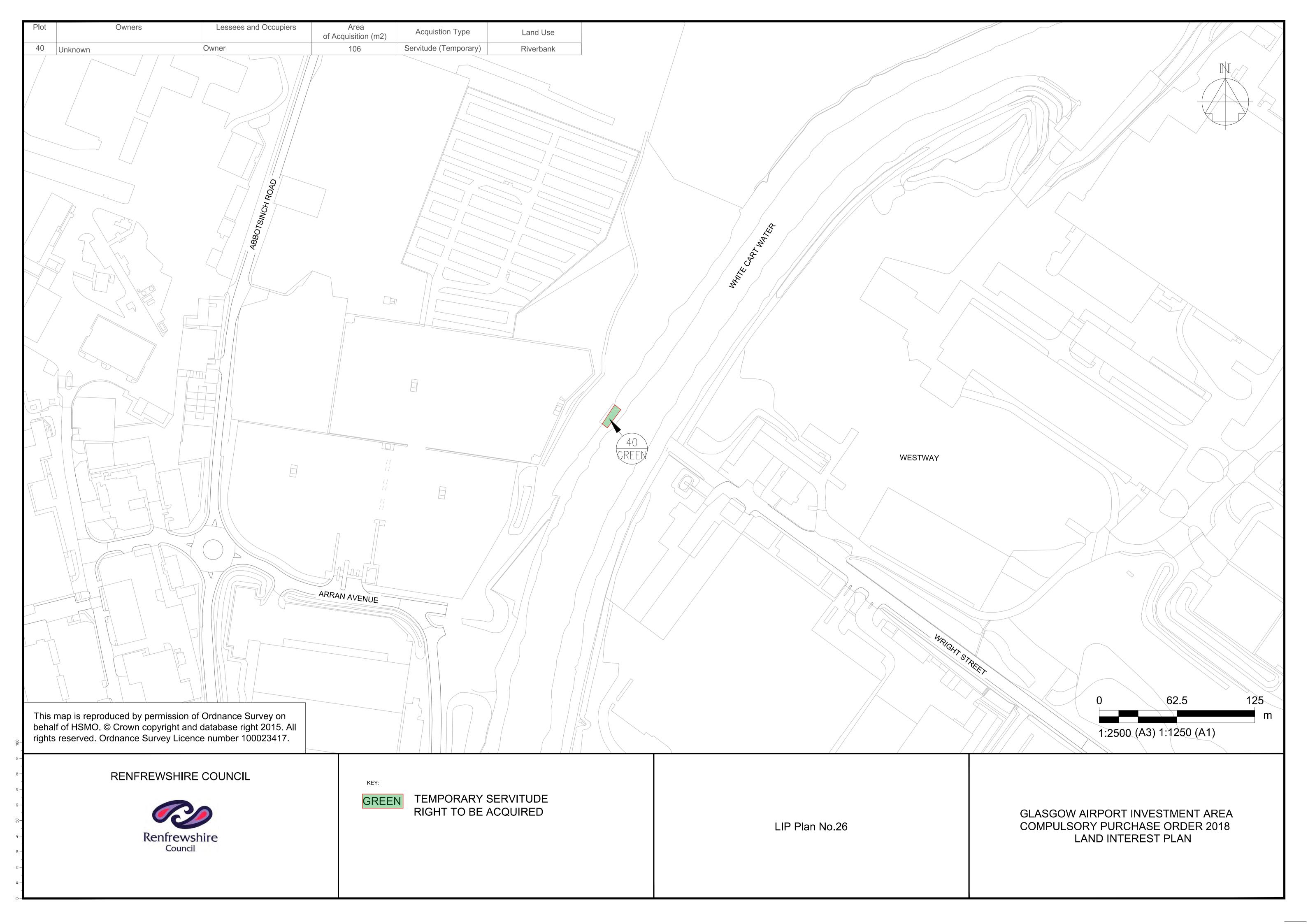


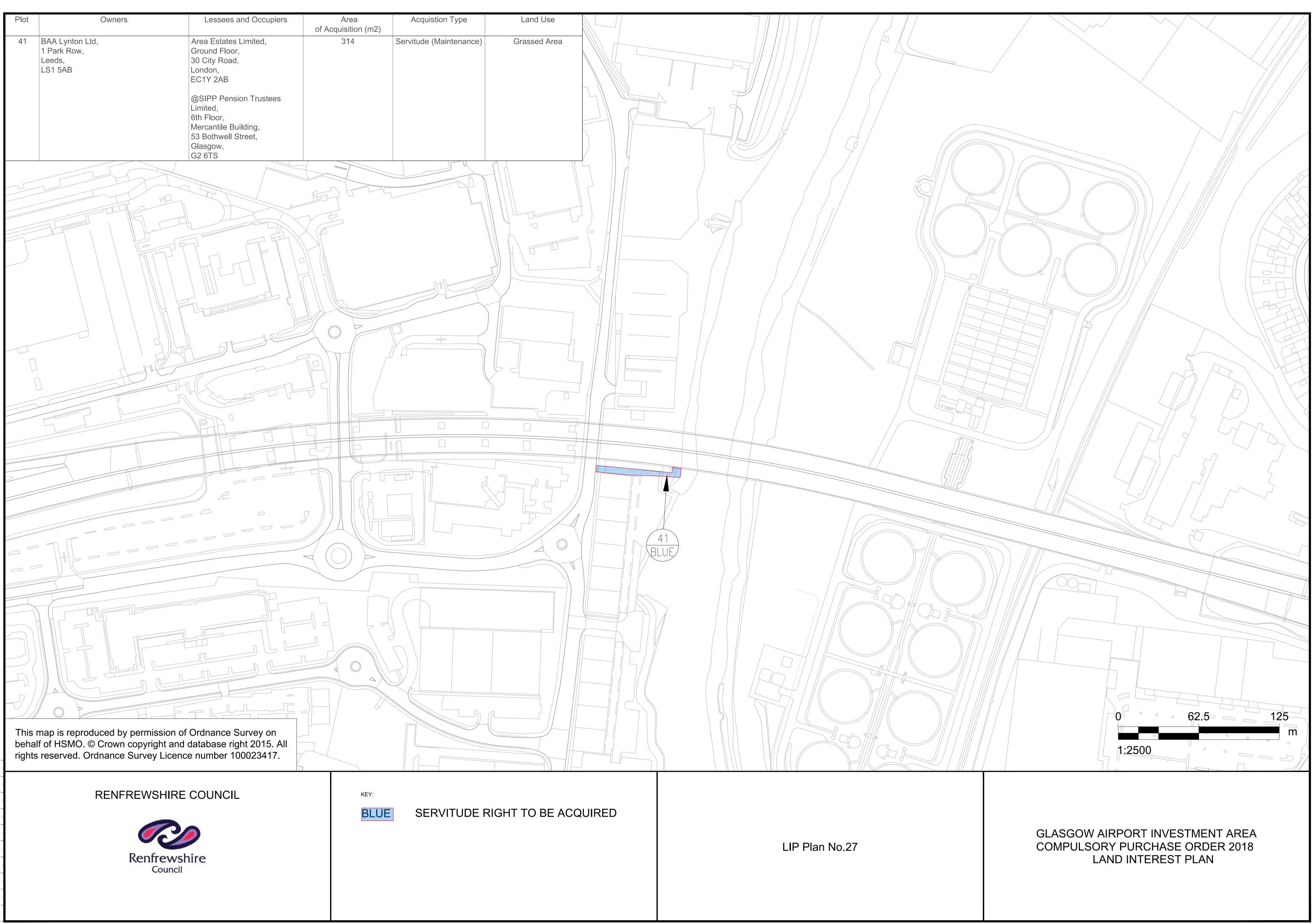
Lessees and Occupiers Plot Owners Area Acquistion Type of Acquisition (m2) 33 Scottish Government, AMEC (FCG) Limited, No 2 Booths Park, St. Andrew's House Regent Road Chelmsford, Edinburgh Knutsford, EH1 3DG Cheshire, WA16 8QZ Area Estates Limited, Ground Floor, 30 City Road, Servitude (Maintenance) 385 London, EC1Y 2AB @SIPP Pension Trustees Limited, 6th Floor, Mercantile Building, 53 Bothwell Street, Glasgow, G2 6TS GLASGOW AIRPORT \triangleleft \sim SANDERLING ROAD This map is reproduced by permission of Ordnance Survey on behalf of HSMO. © Crown copyright and database right 2015. All rights reserved. Ordnance Survey Licence number 100023417. **RENFREWSHIRE COUNCIL** KEY: BLUE Renfrewshire Council



Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquistion Type
37	The Trustees of Blythswood Estates, Anderson Strathern,	Owner	32	Permanent
38	1 Rutland Court, Edinburgh,	Owner	31	Servitude (Temporary)
			31	Servitude (Temporary)
		WHITE CART V	WATER	
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	RENFREWSHIRE	ECOUNCIL	KEY:	
			PINK	LAND TO BE A
	Renfrews		GREEI	TEMPORARY S RIGHT TO BE A







APPENDIX C CONSULTATION LOG

(Paragraph 4.8)

LIP Plan No.	Plot Number	Address	Owner	City Deal key contact
12	22A	Wright Street - Westway (Opposite Air Sea Scotland)	W B Westway LLP	21/08/15 - Timescale meeting
12	22B	Wright Street - Westway (Opposite Air Sea Scotland)	W B Westway LLP	09/09/15 - Workshop
12	23A	Wright Street - Westway (Opposite Air Sea Scotland)	W B Westway LLP	04/05/16 - 29/06/17 - Various catch up meetings
12	23B	Wright Street - Westway (Opposite Air Sea Scotland)	W B Westway LLP	16/06/17 - CPO letter sent
13	24A	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	
13	24B	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	16/08/16 - Notification of topographical survey 23/08/16 - Access confirmed for topographical
13	24C	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	survey 24/08/16 - Requested & got access for GI works
13	25A	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	30/09/16 - EIA Scoping Report Consultation 12/09/16 - 12/05/17 - Meetings with Richard
13	25B	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	Copper took place 16/06/17 - CPO letter sent
13	25C	Wright Street - For Farmers UK Limited(Adjacent to Air Sea Scotland)	For Farmers UK Limited	
11	19A	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	March 15 - Intro meeting
11	19B	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	Nov 15 - Land acquisition discussion masterplan
11	19C	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	brief & LU report provided
11	19D	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	11/03/16 - Future Airport Surface Access
11	19E	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	 meeting 21/03/16 - Airport PUDO Base Model
11	19F	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	Comparison, Transport Model
11	19G	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	27/07/16 - Heads of terms meeting
11	19H	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	23/11/16 - Notification of access required for GI,
11	191	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	utilities and pavement surveys
11	19J	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	01/12/16 - Confirms access for GI, utilities and

LIP Plan No.	Plot Number	Address	Owner	City Deal key contact
11	19K	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	Pavement surveys
11	19L	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	10/01/17 - Two weekly catch up meetings
11	19M	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	── started ── 30/08/17 - CPO letters sent out
11	19N	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	190	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	19P	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	19Q	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	19R	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	19S	Former Jetty adjacent to White Cart Water – Glasgow Airport	Glasgow Airport	
11	21A	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21B	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21C	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21D	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21E	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21F	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21G	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21H	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	211	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21J	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21K	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
11	21L	Arran Avenue (and along to New Bridge) - Glasgow Airport	Glasgow Airport	
14	26A	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26B	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26C	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26D	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26E	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26F	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	261	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	

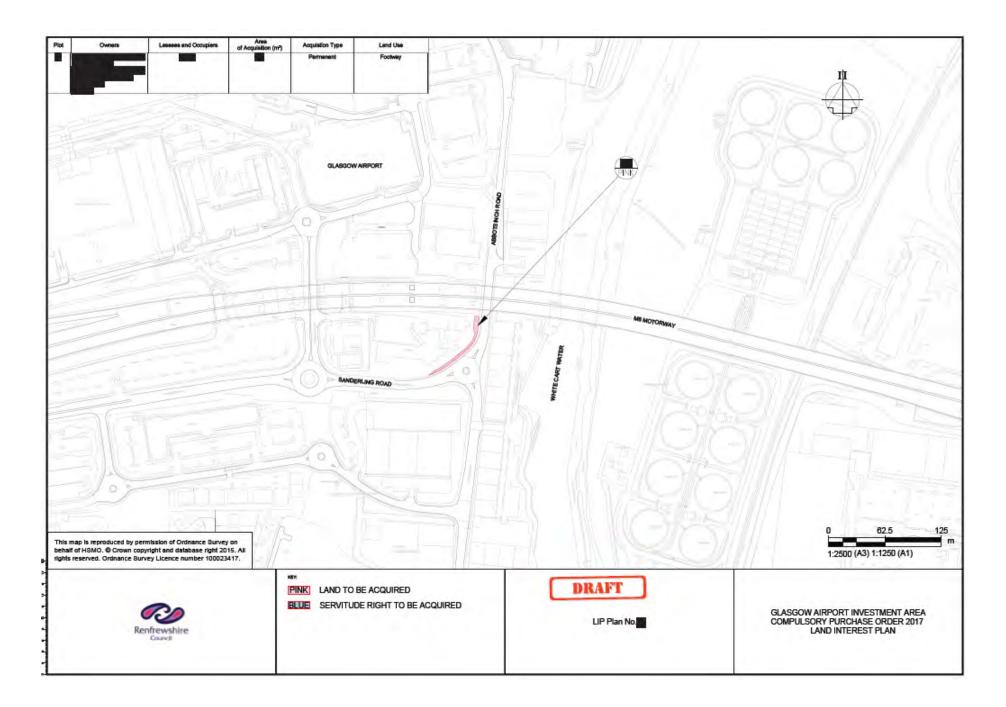
LIP Plan No.	Plot Number	Address	Owner	City Deal key contact
14	26J	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26K	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26L	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	26M	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27A	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27B	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27C	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27D	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27E	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27F	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27G	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27H	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	271	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27J	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
14	27L	Abbotsinch Road from Arran Avenue to Sanderling Road	Glasgow Airport	
15	28	Abbotsinch Road (at Sanderling Road) - Premier Inn	Glasgow Airport	27/04/17 - Request for utilities survey to access
15	29	Abbotsinch Road (at Sanderling Road) - Premier Inn	Glasgow Airport	Premier Inn hotel site 16/06/17 - CPO letter sent
9	15	Inchinnan Road at White Cart Bridge - Inchinnan Cruising Club	Inchinnan Cruising Club	19/08/16 - Sweco requested access for bat and topographical surveys
9	16A	Inchinnan Road at White Cart Bridge - Inchinnan Cruising Club	Inchinnan Cruising Club	23/08/17 - Access was denied to Sweco 24/08/17 - Confirmation of access required for
9	16B	Inchinnan Road at White Cart Bridge - Inchinnan Cruising Club	Inchinnan Cruising Club	bat and topographical surveys (Sweco) 02/09/17 - Inchinnan Cruising Club Mtg
9	16C	Inchinnan Road at White Cart Bridge - Inchinnan Cruising Club	Inchinnan Cruising Club	21/02/17 - Meeting with Tom Elder 10/03/17 - Sect 140 letter sent 16/06/17 - CPO letter sent 13/09/17 - Meeting at ICC
25	38	Jetty at Wright Street/Arran Avenue	Unknown	
20	33	Adjacent to M8 at Abbotsinch Road	Secretary of State for Scotland	Email sent via their website 28/08/17 to AMEC

LIP Plan No.	Plot Number	Address	Owner	City Deal key contact
16	30	From Abbotsinch Road to White Cart Water	AP30 Limited	Letter issued 29/8/17
24	37	Entrance to Inchinnan Cruising Club, Inchinnan Road, Renfrew	Trustees of Blythswood Estates Trustees of	Letter and plans sent to Trustees solicitors (Anderson Strathern) 27/9/17
24	38	Entrance to Inchinnan Cruising Club, Renfrew	Blythswood Estates	

APPENDIX D EXAMPLE LAND REFERENCING LETTER AND REFERENCE PLAN

(Paragraph 4.11)

~,	Recorded Delivery
15/	06/17
De	
	the second s
G	asgow Airport Investment Area Project ("GAIA")
as env opp	you may be aware, Renfrewshire Council (the "Council") is seeking to deliver the GAIA projec part of the Glasgow City Region City Deal. The Project will deliver infrastructure and ironnmental improvements aimed at enhancing the role of the airport and creating increased portunities for existing and new businesses by opening up and improving access to economic relopment locations adjacent to Glasgow Airport.
	is letter constitutes a letter requesting information on the interests in the land identified on the losed plan. You are requested to give to us in writing
a)	the name and address of any person you believe to be an owner, lessee, tenant (whatever the tenancy period) or occupier of the land; and
b)	the name and address of any person you believe to have any other interest in the land, including any real burdens and servitudes.
	u are also requested to provide us with any documentary evidence of the details of any interest ing within paragraph a) and/or b) above.
	look forward to receiving this information within 21 days. You may wish to consult a solicito fore responding to this letter.
Yo	urs faithfully
Bar	bara Walker
De	pute Project Director (City Deal)



APPENDIX E INFRASTRUCTURE, LAND AND ENVIRONMENT REPORTS

APPENDIX E PART 1 Infrastructure, Land and Environment Report of 30 August 2017 (Paragraph 2.8)

To: Infrastructure, Land & Environment Policy Board

On: 30 August 2017

Report by: Director of Development and Housing Services and Director of Finance & Resource

Heading: City Deal Glasgow Airport Investment Area Project: Compulsory Purchase Order

1. Summary

1.1 To submit details for land required to implement this Project and to be included in a Compulsory Purchase Order (CPO) to facilitate the proposed City Deal infrastructure development.

2. **Recommendations**

- 2.1 The Board is asked to approve the making of a Compulsory Purchase Order to acquire the titles and interests in the land shown on Plans GAIA CPO Plans 1,2,3,4 and 5 where voluntary acquisition has not been achieved. A list of owners and interests currently identified is included in the GAIA CPO Land Schedule.
- 2.2 Note that voluntary acquisition discussions will continue with all affected parties concurrently with the publication of the Compulsory Purchase Order and voluntary acquisition will be progressed wherever practicable.

3. Background

- 3.1 Scottish Ministers encourage authorities to recognise that in some cases acquiring all interests by agreement will not be possible or practicable in a reasonable time or at a reasonable cost. Ministers encourage authorities to use CPO proactively and positively to promote sustainable economic growth, improve the quality of life and bring real benefits to Scotland's Communities¹
- 3.2 The Glasgow Airport Investment Area (GAIA) project comprises the realignment of Abbotsinch Road between Arran Avenue and Greenock Road / Inchinnan Road; a new bridge across the White Cart and improved facilities for cyclists and pedestrians, all

¹ Circular 6/2011 compulsory Purchase Orders,

aimed at improving connections between the Westway, Inchinnan and Airport Business Parks and as an enabler for the delivery of a world class business and commercial offering located around the airport.

- 3.3 The Leadership Board approved the Outline Business Case (OBC) for the GAIA on 30 November 2016. The City Region Cabinet approved the OBC on 12 December 2016 and authorised further funding of £6.64m to progress the Project and develop the Final Business Case (£2.720m was previously authorised to develop the OBC), including funding for land acquisition.
- 3.4 Two planning applications were submitted for the GAIA Project in July 2017. The one to which this report relates comprises the Abbotsinch Road Realignment, a new bridge over the White Cart at Wright Street (the Wright Street Link) together with associated walking and cycling infrastructure improvements, including the Abbotsinch Cycleway. The other application comprises the Inchinnan Cycleway which includes a new pedestrian / cycle bridge over the Black Cart and which is the subject of a separate report.
- 3.5 The main public benefits that the GAIA project will deliver include the following:
 - investment in road infrastructure enabling the development of additional key business sites in the vicinity of the airport
 - the continued growth of Glasgow Airport
 - improved conditions for existing businesses
 - improvements to walking and cycling links will be incorporated in to the project to promote active travel
 - it is estimated that the implementation of the long term vision for the Airport Investment Area has the potential to deliver up to 10,600 new jobs and an additional 365 construction jobs.
- 3.6 The two planning applications were preceded by the submission of 'Proposal of Application Notices' (PAN) in March 2017. This was followed by a statutory engagement process involving public exhibitions and presentations to community councils. This third phase of public engagement followed two previous phases of non-statutory engagement held in May and December 2016, outcomes of which will be reflected in the published CPO.
- 3.7 The realigned Abbotsinch Road runs north from Arran Avenue roundabout, before extending east, passing through agricultural fields around Netherton Farm, before connecting into an upgraded A8 Greenock/Inchinnan Road junction. New shared cycleway/ footways will be constructed along each side of the realigned Abbotsinch Road.
- 3.8 The Wright Street Link includes a new bridge with a shared cycleway across the White Cart Water linking Wright Street and adjacent areas east of the river with the proposed Abbotsinch Road Realignment, west of the river. The link utilises the existing road corridor on Arran Avenue and Wright Street, minimising land take on developable plots on the east side of the river. Wright Street will remain a 'no through road' with no direct connection from Paisley Road to the west of the river. This is to ensure that the new link does not create a 'rat run' through residential areas. Accordingly, use of the new bridge and link road will effectively be restricted to traffic accessing and egressing Westway

and existing business on Wright St west of the River. The residential areas of Wright Street will continue to be accessed via Paisley Road.

- 3.9 The Abbotsinch Cycleway will extend the new cycleway / footways being provided with the realigned Abbotsinch Road and Wright Street Link southwards to Sanderling Road.
- 3.10 The Inchinnan Cycleway comprises a segregated cycleway / footway that will run parallel to Greenock Road between Abbotsinch Road and Inchinnan Business Park, and a new pedestrian / cycle bridge over the Black Cart. It will link with the other GAIA active travel infrastructure and with new and improved infrastructure being provided by the complementary City Deal Project, Clyde Waterfront Renfrew Riverside and is the subject of a separate report to this Board.
- 3.11 In order to further progress the Project it is necessary to progress land assembly. Voluntary negotiations are ongoing with the owners of key sites, one of which is the subject of a separate report to this Board.

Compulsory Purchase Powers

- 4.1 Scottish Government guidance (Planning Circular 6/2011) recommends a "twin track" approach to land acquisition in order to provide a greater degree of certainty on programme should voluntary negotiations falter and to resolve any defects in the title in the land to be acquired and the Infrastructure, Land and Environment Board approved the use of CPO in Principle on 6 June 2017. The Council therefore continues to adopt this approach i.e. pursuing acquisition of land required on a voluntary basis while at the same time progressing with the preparation of a compulsory purchase order ("CPO"). The CPO would be used as a fall back in the event of failure to reach agreement with the affected parties. Authority to proceed with voluntary acquisition of a key site for this Project is the subject of a separate report.
- 4.2 The use of CPO powers is considered appropriate for this Project on the basis that the land interests to be acquired are generally limited / minor in nature (as can be seen from the accompanying Plans) and the Project, once completed, will enable / facilitate the delivery of a world class business and commercial offering located around the airport. Only one party faces significant acquisitions in terms of their overall ownership. Voluntary terms have been agreed with this party. As such the public benefits outweigh these remaining interests.
- 4.3 The planned infrastructure referred to in 3.2 above enabling the development of additional key business sites requires the acquisition of property, titles and interests, identified on the attached schedule.
- 4.4 The Council will utilise their powers of compulsory purchase as Planning Authority under the Town and Country Planning (Scotland) Act 1997 or as Roads Authority under the Roads (Scotland) Act 1984. The most appropriate powers will be used and will be finalised when the outcome of specific voluntary negotiations are complete.
- 4.4 It is likely that not all of these interests will need to be acquired using CPO powers and the Council will continue, where possible, to reach agreement with these parties. It may also be the case that as the Council proceeds with the CPO and voluntary discussions

other, as yet, unidentified, titles or interests may come to light which are not listed within the schedule which would form part of the CPO.

Implications of the Report

- 1. **Financial** Project budget of £39.1m for Glasgow Airport Investment Area funded through City Deal. Cabinet authorisation of £6.64m includes for land acquisition for this project.
- 2. HR & Organisational Development N/A

3. **Community Planning**

Children and Young People – N/A

Community Care, Health & Well-being - 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.

Empowering our Communities – N/A

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. During the project construction period 365 new jobs will be created and as a result of new business creation it is estimated that up to 10,600 additional new permanent jobs will be created.

Safer and Stronger – N/A

- 4. **Legal** Acquisition of the affected land 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 planning, overall land assembly, and other statutory consents not be granted timeously then this would delay project delivery and realisation of Project benefits.

- 11. **Privacy Impact** None.
- 12. **Cosla Policy Position** N/A

Schedule of interests attached

Plans attached

Author: Barbara Walker, City Deal Depute Project Director

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APPENDIX E PART 2

Excerpt from Minute of INFRASTRUCTURE, LAND AND ENVIRONMENT BOARD of 30 August 2017

(Paragraph 2.8)

Item 13: City Deal Glasgow Airport Investment Area (GAIA): Compulsory Purchase Order

There was submitted a joint report by the Acting Director of Development & Housing Services and the Director of Finance & Resources relative to the City Deal Glasgow Airport Investment Area (GAIA) Compulsory Purchase Order.

The report advised that the GAIA project comprised the realignment of Abbotsinch Road between Arran Avenue and Greenock Road/Inchinnan Road; a new bridge across the White Cart; and improved facilities for cyclists and pedestrians, all aimed at improving connections between the Westway, Inchinnan and Airport Business Parks and as an enabler for the delivery of a world-class business and commercial offering located around the airport. Planning applications had been submitted in respect of the project, while the public benefits of the GAIA project were detailed, together with the associated funding arrangements, which included provision for land acquisition. In order to further progress the Project it was necessary to progress land assembly. The planned infrastructure required for the project required the acquisition of property, titles and interests, identified on a schedule attached to the report.

Scottish Government guidance (Planning Circular 6/2011) recommended a "twin track" approach to land acquisition in order to provide a greater degree of certainty should voluntary negotiations falter and to resolve any defects in the title in the land to be acquired. The Policy Board had previously approved the use of compulsory purchase order (CPO) in principle. The Council therefore continued to adopt the recommended approach of pursuing the acquisition of land required on a voluntary basis while at the same time progressing with the preparation of a compulsory purchase order to be used as a fall back in the event of failure to reach agreement with the affected parties. It was highlighted that not all of the interests would need to be acquired using CPO powers and that it might also be the case that as the Council proceeded with the CPO and voluntary discussions other, as yet, unidentified, titles or interests might come to light which were not listed within the schedule which would form part of the CPO. The use of CPO powers was considered appropriate for the Project on the basis that the land interests to be acquired were generally limited/minor in nature and the Project, once completed would facilitate the delivery of a world class business and commercial offering located around the airport. Only one party faced significant acquisitions in terms of their overall ownership. Voluntary terms had been agreed with that party. As such the public benefits outweighed the remaining interests. It was proposed that the Council would use powers of compulsory purchase as Planning Authority under the Town and Country Planning (Scotland) Act 1997 or as Roads Authority under the Roads (Scotland) Act 1984. The most appropriate powers would be used and finalised when the outcome of specific voluntary negotiations were completed.

DECIDED:

(a)That the making of a Compulsory Purchase Order be approved to acquire the titles and interests in the land required to implement the Project, identified on Plans GAIA CPO Plans 1,2,3,4 and 5, where voluntary acquisition was not achieved;

(b)That the list of owners and interests currently identified and included in the GAIA CPO Land Schedule be noted; and

(c)That it be noted that voluntary acquisition discussions would continue with all affected parties concurrently with the publication of the Compulsory Purchase Order and that voluntary acquisition would be progressed wherever practicable.

APPENDIX E PART 3 INFRASTRUCTURE, LAND AND ENVIRONMENT BOARD Report of 24th January 2018

(Paragraph 2.8)

То:	Infrastructure, Land and Environment Policy Board
On:	24 January 2018
Report by:	Director of Development and Housing Services and Director of Finance and Resources
Heading:	The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018

1. Summary

1.1 To provide an update on progress and developments since the approval by this Board on 30 August 2017 to acquire land by compulsory purchase to implement the proposed City Deal infrastructure development including confirmation of the powers to be used and to update the details for land.

2. **Recommendations**

- 2.1 The Board is asked to approve the updated details for land as shown on the Location Plan, Map 1, Map 2, Map 3, Map 4 and the updated list of owners and interests included in the GAIA CPO Land Schedule required to implement the Glasgow Airport Investment Area Project. These details will be included in The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number One) Compulsory Purchase Order 2018.
- 2.2 The Board is asked to note
 - that voluntary acquisition discussions are continuing and will continue with all affected parties concurrently with the publication of the Compulsory Purchase Order and voluntary acquisition will be progressed wherever practicable; and
 - the announcement by the First Minister on 11 December 2017 that the Netherton Farm site, now in Council ownership has been chosen as the location for the new Manufacturing Institute for Scotland (NMIS).

3. Background

- 3.1 Approval to acquire the title and interests required to implement the main Glasgow Airport Investment Area (GAIA) City Deal Project was given by the Infrastructure, Land and Environment Policy Board on 30 August 2017. Since then the Project has developed in a number of areas.
- 3.2 The planning application to which this CPO relates "Glasgow Airport Investment Area, Abbotsinch Road, Paisley (reference 17/0485/PP)" was submitted to Renfrewshire

Council on 05 July 2017 and planning consent for all the elements of the project relating to this CPO was granted on 7 November 2017.

- 3.3 Following the board approval on 30 August, the major land interest for the GAIA development (Netherton Farm) has been acquired on a voluntary basis and does not now require to be included in the CPO. Section 4.4 of the report to Board on 30 August advised that the particular powers to be used for the CPO would be finalised when the outcome of this specific voluntary acquisition was completed. The acquisition of this land now means that the most appropriate powers to be used for the CPO will be those under the Roads (Scotland) Act 1984. This act allows for temporary and permanent servitudes to be acquired, where appropriate, rather than full ownership, which is generally more beneficial to owners.
- 3.4 The specimen design for the Project has also been subject to further refinement and the land plans and schedule of interests have been updated to reflect this refinement. Some of the land requirements are for servitudes in respect of this drainage and other areas are temporary servitudes required during construction only and ownership of these areas will not transfer to the Council through the CPO process under the Roads (Scotland) Act.
- 3.5 The First Minister announced on 11 December 2017 that the Netherton Farm site, now in Council ownership through voluntary acquisition utilising City Deal funding, has been chosen as the location for the new National Manufacturing Institute for Scotland (NMIS) (see link <u>http://www.bbc.co.uk/news/uk-scotland-scotland-business-42310321</u>). In addition to other attributes in Renfrewshire, the selection of the site as the home of NMIS has been predicated to a considerable extent on the site ownership and enabling infrastructure being brought forward through this City deal GAIA project. The delivery of NMIS, and the wider vision for an advanced manufacturing innovation district centred around it, has the potential to bring up to 10,000 new jobs to the area. Officers are now working closely with Scottish Government and other partners to take forward the delivery of NMIS with the intention of commencing construction of NMIS in 2018.
- 3.6 To meet the programme for NMIS, there is a need for the Council to commence construction of the GAIA City Deal infrastructure in 2018. Although voluntary acquisition discussions will continue, it is now necessary that the CPO process is advertised and commenced as soon as possible to meet those timescales. In view of this, it is appropriate to bring an update report to the Board to reflect the use of Roads (Scotland) Act powers and to authorise the amendments to the land plans and Schedule for the CPO to reflect the voluntary acquisition of the key site and the other refinements referred to above.

Implications of the Report

- 1. **Financial** Project budget of £39.1m for Glasgow Airport Investment Area funded through City Deal. Cabinet authorisation of £6.64m includes for land acquisition for this project.
- 2. HR & Organisational Development N/A
- 3. Community/Council Planning –

- Our Renfrewshire is thriving 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.
- Reshaping our place, our economy and our future The completed infrastructure will provide connectivity and access to new and existing jobs for people in our communities. During the project construction period 365 new jobs will be created and as a result of new business creation it is estimated that up to 10,600 additional new permanent jobs will be created.
- Creating a sustainable Renfrewshire for all to enjoy 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
- Working together to improve outcomes Officers are now working closely with Scottish Government and other partners to take forward the delivery of NMIS with the intention of commencing construction of NMIS in 2018
- 4. **Legal** Acquisition of the affected land 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 assembly and other statutory consents not be granted timeously then this would delay Project delivery and realisation of Project benefits.
- 11. **Privacy Impact** None
- 12. **COSLA Policy Position** N/A.

List of Background Papers

Schedule of interests attached

Plans attached

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APPENDIX E PART 4 EXCERPT FROM SCHEME OF DELEGATED FUNCTIONS OF RENFREWSHIRE COUNCIL

(Paragraph 2.9)

Excerpt from Part C- Specific Delegations to Infrastructure, Land and Environment Policy Board, (at Delegation 21 on page 15):

21. To exercise the functions of the Council as Roads Authority.

APPENDIX E PART 5 EXCERPT FROM PROCEDURAL STANDING ORDERS OF RENFREWSHIRE COUNCIL

(Paragraph 2.9)

Paragraph 49- Leadership Board:

49. (a) The Council shall establish a Leadership Board. The functions and membership of and delegations to the Board shall be determined by the Council.

(b) With the exception of decisions made by Boards in the exercise of a judicial, quasi-judicial or similar function (which includes the determination of licensing and planning applications and disciplinary and grievance appeals), the decisions of Boards shall be delivered in writing to the members of the Leadership Board within two working days following the meeting of the Boards, and any such decisions shall not be implemented until the expiry of a further five working days.

(c) Members of the Leadership Board shall be entitled to submit a notice to require that a decision of a Board be not implemented, excluding those decisions excepted in paragraph 49(b). Such a notice shall be in writing and shall specify the reason why the decision should not be implemented, either in terms of the correctness of the decision or because of the importance or impact of the decision on the Council. The notice shall be signed by a majority of the members of the Leadership Board, and delivered to the proper officer prior to the expiry of the period of five working days referred to in paragraph 49(b).

(d) Any decision which has been subject to notice under paragraph 49(c), together with the relevant reports, shall be submitted to the next meeting of the Leadership Board for consideration. The Leadership Board, shall be entitled to either (a) confirm the decision, in which case it will be implemented, or (b) refer the matter to the next meeting of the Council for determination, or (c) remit the matter to the originating Board for further consideration.

APPENDIX F PRE APPLICATION CONSULTATION REPORT

(Paragraphs 4.4 and 4.9)

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The Glasgow City Region City Deal GLASGOW AIRPORT INVESTMENT AREA SUPPORTING DOCUMENTS

PRE-APPLICATION CONSULTATION REPORT

July 2017

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Issue	Date	Reason for Issue	Prepa	ared	Checke	d	Approv	red
S1/S2	15.6.17	Suitable for Co- ordination	KS	15.6.17	MB	26.06.17		
S3	30.06.17	Suitable for Internal Review & Comment	MB	26.06.17	RMcL	27.06.17		
S6	03.07.17	Suitable for PIM Authorization	MB	29.06.17	RMcL	30.06.17	ACR	30.06.17
BIM RE	BIM REFERENCE - 117084-SWECO-EGN-00-SP-EN-00070							

1 Introduction

1.1 Purpose of the Pre-Application Consultation Report

This Pre-Application Consultation (PAC) Report outlines the activities undertaken by Renfrewshire Council City Deal Team, the applicant, to ensure that a comprehensive range of pre-application consultation has been undertaken to inform local communities and stakeholders of the Glasgow Airport Investment Area (GAIA) project, in advance of the submission of a Planning Application and an application for a Marine Licence. It also provides information on the feedback received throughout the pre-application consultation process and how such views have been reflected in the Abbotsinch Road Realignment, Wright Street Link and Abbotsinch Road Cycleway Link proposals.

Pre-application consultation forms the third phase of consultation undertaken by the applicant, following non-statutory engagement events held to exhibit the GAIA proposals in May/ June and December of 2016. The earlier events served to provide information on the options being considered, while those in December provided detail on the preferred options being progressed as part of the appraisal and design process.

This report forms part of a comprehensive package of information submitted with the Planning and Marine Licence applications, which includes the following supporting documents:

- Environmental Statement;
- Planning Statement;
- Design and Access Statement; and
- Marine Licence and supporting information.

1.2 Background

The Abbotsinch Road Realignment, Wright Street Link and Abbotsinch Road Cycleway Link proposals, part of the wider GAIA project, aim to facilitate new development opportunities; business growth associated with Glasgow Airport; and improved connections between the Westway, Inchinnan and Glasgow Airport Business Parks. Specifically, the Planning Application comprises the following:

Abbotsinch Road Realignment

- Realignment of the existing Abbotsinch Road eastwards;
- Approximately 1.6km of new and 400m of upgraded road between A8 Greenock Road/Inchinnan Road in the north and Arran Avenue. Three new roundabouts will provide access to potential development on both sides of the realigned road, maximising the development potential while maintaining emergency vehicles access to Glasgow Airport's Emergency Rendezvous Points. The roundabouts will also act as a traffic calming measure;

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- A revised and upgraded junction will be formed with the A8 Greenock Road and Inchinnan Road; and
- A replacement wing wall on the south eastern side of the White Cart Bridge will be required to facilitate the revision to the junction.

Wright Street Link

- Resurfacing of a 100m section of existing Arran Avenue single carriageway road from Abbotsinch Road / Arran Avenue roundabout eastwards;
- A 0.5km long section of new single carriageway road, incorporating the proposed Wright Street Link Bridge, from the west and connecting into the existing Wright Street on the eastern approach to the new bridge; and
- New 3m shared cycleway along the southern edge of the upgraded and new road.

Wright Street Link Bridge

• A new 70m multi span concrete bridge crossing the White Cart Water.

Abbotsinch Road Cycleway Link

• 700m of a new shared cycleway on the western edge of Abbotsinch Road between the Arran Avenue Roundabout and the Sanderling Road roundabout.

The Marine aspects of the proposals, for which a Marine License is being sought, include the construction of the Wright Street Link Bridge. The bridge is expected to have two piers in the water that will be built within cofferdams. It is currently understood that a marine licence is required for the cofferdams, piers and the outfalls.

In addition to Abbotsinch Road Realignment, Wright Street Link and Abbotsinch Road Cycleway Link, the GAIA project includes a further proposal referred to as the '*Inchinnan Cycleway*'. The Inchinnan Cycleway is a remote non-motorised user (NMU) link connecting Inchinnan Business Park to Abbotsinch Road and is subject to a separate planning application. This proposal is therefore detailed in a separate Pre-Application Consultation Report.

1.3 Statutory Requirements for Pre-Application Consultation

1.3.1 Planning Application

Statutory pre-application consultation is required to be undertaken in relation to the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, and by the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Specifically, Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations requires that an applicant must:

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- Consult every community council any part of whose area is within or adjoins the land where the Proposed Development is situated. This includes community councils in a neighbouring planning authority;
- Hold at least one public event for members of the public where they can make comments on the proposals; and
- Publish a notice of the public event in a local newspaper at least 7 days in advance of the public event. The notice must include the following information:

A description of, and location of the Proposed Development; where further information may be obtained concerning the Proposed Development, the date and place of the event; a statement explaining how, and by when, persons should make comments on the proposal; a statement explaining that comments made are not representations to the planning authority but that formal representations can be made upon application submission.

1.3.2 Marine Licence

Statutory pre-application consultation is also required in relation to Section 23 of The Marine (Scotland) Act 2010 which specifies the following:

- Notify Marine Scotland, SNH, SEPA, Maritime & Coastguard Agency and Northern Lighthouse Board of the intention to apply for marine licences at least 12 weeks prior to submission of the applications. The prescribed format for this notification is detailed in Section 23 of The Marine (Scotland) Act 2010;
- Hold at least on pre-application consultation event at which members of the public may provide comments. The event must be held no earlier than six weeks after the notification date; and
- Publish in a local newspaper a notice detailing the licensable marine activities for which licences are to be sought and the Pre Application Consultation event. The prescribed format for the notice as detailed in Regulation 7(b) of The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 requires the following:

A description, including the location of, the licensable marine activity for which the marine licence is to relate; details as to where further information may be obtained concerning; the date and place of the pre-application consultation event; a statement explaining how comments may be provided and the date by which this must be done; a statement that comments made to the prospective applicant are not representation to the Scottish Ministers and that there will be an opportunity for representations to be made to Scottish Ministers on application.

2 **Pre-Application Consultation**

It should also be noted that, above statutory requirements, pre-application consultation for the GAIA proposals was undertaken in the neighbouring authorities of Glasgow City Council and West Dunbartonshire Council, in addition to Renfrewshire. The adjacent Clyde Waterfront and Renfrew Riverside (CWRR) City Deal proposal, alongside which the GAIA proposals were presented, crosses the three authority boundaries.

2.1 Strategy

In line with the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006; the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013; and The Marine (Scotland) Act 2010, the pre-application consultation strategy for the GAIA proposals has included:

- Pre-application meetings and discussion with Renfrewshire Council Planning Officers;
- The submission of a Proposal of Application Notice (PAN) at least 12 weeks prior to submission of the planning application;
- Formal PAN notification sent to Community Councils whose area is within, adjoining or neighbouring the land where the Proposed Development is situated;
- Formal PAN notification sent to Marine Scotland, SNH, SEPA, Marine & Coastguard Agency and Northern Lighthouse Board;
- Notification emails, containing details of drop-in/ briefing events, public consultation events and PAN submission, sent to all Elected Members in Renfrewshire and West Dunbartonshire.
- Notification emails, containing details of briefing events, public consultation events and PAN submission, sent to Glasgow City Council Elected Members from constituencies within or adjoining the land where the Proposed Development is situated;
- Briefing/ drop in sessions held on March 29th 2017 for Elected Members in Renfrewshire and on April 3rd 2017 for Elected Members in West Dunbartonshire. A briefing pack was also emailed to all Elected Members;
- Notification emails, containing details of public consultation events and PAN submission, sent to all MPs and MSPs in Renfrewshire;
- Notification emails, containing details of public consultation events and PAN submission, sent to all MPs and MSPs in West Dunbartonshire and Glasgow from constituencies within or adjoining the land where the Proposed Development is situated;

- Attendance at Community Council meetings, including delivery of a presentation (or offers of presentations) at those whose area is within, adjoining or neighbouring the land where the Proposed Development is situated;
- There were no Local Area Committee (LAC) meetings scheduled during the consultation period, however conveners of LACs whose boundaries are within, adjoining or neighbouring the site of the Proposed Development were notified of ongoing events and offers were made for future presentations;
- Newspaper adverts placed in five local newspapers in March and April 2017, giving notification of four public consultation events.

All adverts were placed in the press at least 7 days prior to the events, in line with Planning Application guidance¹, and 6 weeks in advance of the events, in accordance with Marine Licensing guidance²;

- A press release issued by Renfrewshire Council;
- Four public consultation events held in Renfrew Town Hall, Paisley Town Hall, Clydebank Town Hall and Yoker Community Campus respectively. Elected Members; MPs; MSPs; and representatives from local Community Councils and special interest groups were able to attend the events in advance of them opening to the public;
- Emails were sent to those signed up to the applicant's 'City Deal' mailing list to inform of the submission of PAN notices and to provide information on the upcoming public consultation events. These were sent to 346 people on March 30th 2017 and again to 371 people on May 2nd 2017;
- Information about the public consultation events was also made available on Renfrewshire Council's website, on the dedicated City Deal page found at www.renfrewshire.gov.uk/citydeal;
- Information about the public consultation events was also posted on Renfrewshire, West Dunbartonshire and Glasgow City Council Social Media (Facebook and Twitter) accounts;
- 2,000 A5 flyers and 100 A3 posters distributed across various different venues, including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders/companies to inform them of the public consultation events; and
- 900 booklets, containing information such as a description of the proposals; associated benefits; timeline/process; and a pull-out map of the location of the proposed works were printed and available at each public consultation event and provided electronically on Renfrewshire Council's City Deal website. Booklets from

¹ Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

² Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013

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two previous public consultation events can also be found on Renfrewshire Council's City Deal website.

2.2 Summary

A summary of the pre-application consultation carried out with regard to the proposals is shown in **Table 1** below.

Date	Stakeholder	Engagement Type	Location			
Statutory Consulte	Statutory Consultee Notifications: Proposal of Application Notice (PAN) and Marine License Application					
	Marine & Coastguard Agency		N/A			
	Marine Scotland					
March 17 th 2017	Northern Lighthouse Board	Letter sent				
	Scottish Environmental Protection Agency (SEPA)					
	Scottish Natural Heritage (SNH)					
Community Counc Consultation Even	il and Local Area Committee Notifications: Proposal ts	of Application Notice (PAN), Marine License	e Application and Public			
	Paisley North Community Council					
	Inchinnan Community Council	-				
March 17 th and	Renfrew Community Council	Notice of public consultation events sent by email, March 17 th ; and	N/A			
March 29 th 2017	Yoker Community Council	Copy of PAN sent March 29th				
	Clydebank East Community Council					
	Linnvale and Drumry Community Council					

	Parkhall, North Kilbowie and Central Community Council		
	Dalmuir and Mountblow Community Council	-	
March 23rd 2017	Garscadden/ Scoutstounhill Area Partnership	Notice of public consultation events sent, March 23rd	N/A
March 30 th 2017	Paisley North Local Area Committee		
	Renfrew & Gallowhill Local Area Committee Notice of public consultation events sent by		N/A
	Houston, Crosslee, Riverside & Erskine Local Area Committee	email, March 30 th	
Community Cound	cil Presentations	1	1
April 3rd 2017	Yoker Community Council		Yoker Resource Centre
	Clydebank East Community Council		Centre 81, Clydebank
April 4 th 2017	Inchinnan Community Council	Presentation given by Renfrewshire Council City Deal Team	Inchinnan Community Centre
April 11 th 2017	Paisley North Community Council		Beechwood Community Centre

March 17 th 2017	Renfrewshire Council	Email sent	N/A	
March 23rd 2017	Glasgow City Council	Email sent	N/A	
March 27th 2017	West Dunbartonshire Council	Email sent	N/A	
Elected Member Brie	efings		'	
March 29th 2017	Renfrewshire Council	Drop-in briefing session ahead of public consultation events	Renfrewshire House, Paisley	
April 4 th 2017	West Dunbartonshire Council	Drop-in briefing session ahead of public consultation events	Clydebank Town Hall, Clydebank	
MP and MSP Notifica	ations: Proposal of Application Notice (PAN), Marin	ne License Application and Public Consultat	ion Events	
	Renfrewshire Council			
March 23 rd 2017	Glasgow City Council	Email sent	N/A	
	West Dunbartonshire Council	_		
Consultee Correspo	ndence: Proposal of Application Notice (PAN), Mai	ine License Application and Public Consult	ation Events	
March 30 th 2017	Renfrewshire City Deal mailing list subscribers	An email was sent to the 346 City Deal mailing list subscribers to provide them with details of the forthcoming public consultation events	N/A	
April 7 th – 11 th 2017 Landowners, local businesses and utility companies		An email was sent to over 60 stakeholders, including businesses, land owners and utility companies, to provide them with	N/A	

		details of the forthcoming public consultations	
April 7 th – 18 th 2017	Members of the public	Distribution of flyers and posters to Libraries, Town Halls, Leisure Centres, Community Centres, Community Councils and major local stakeholders/companies	Venues throughout Renfrewshire, West Dunbartonshire and Glasgow
May 2 nd 2017	Renfrewshire City Deal mailing list subscribers	A reminder email was sent to the 371 City Deal mailing list subscribers to provide them with details of the forthcoming public consultation events	N/A
June 22nd 2017	Renfrewshire City Deal mailing list subscribers	An email was sent to the now 470 City Deal mailing list subscribers to provide an update on the outcome of the public consultation events	N/A
Regulator Meetings			·
July 15th 2016			
August 10 th 2016			
September 8th 2016	Renfrewshire Council	Regular Planning Steering Group meetings held to enable pre-application discussions	
October 27th 2016	Glasgow City Council	with Renfrewshire, Glasgow City and West Dunbartonshire Councils to agree strategy	Renfrewshire House, Paisley
December 20th 2016	West Dunbartonshire Council	for consents applications, processes to be	T diology
January 26 th 2016		followed and programme.	
February 23 rd 2016			

Renfrewshire City De	eal Webpage			
March 29 th 2017		Proposal of Application Notices, Marine License Notices and Public consultation event information published	www.renfrewshire.gov.uk/ci tydeal	
April 7 th 2017		Public consultation event flyer uploaded		
May 8 th 2017	All	Information displayed at public consultation events also uploaded, including booklets, boards, feedback survey and fly-through video		
June 9 th 2017		Online feedback survey closed		
June 22nd 2017		An article, containing updates on the outcomes of the public consultation events, was published		
Advertisement of Pu	blic Consultation Events	· · ·	'	
March 21 st and April 25 th 2017	All	Public notice placed	Dumbarton and Vale of Leven Reporter	
		Public notice placed	Evening Times	
March 22 nd and April 26 th 2017	ril All		Paisley and Renfrewshire Gazette	
2012017			Paisley Daily Express	
			Clydebank Post	

Pre-application Consultation Events			
May 8 th 2017		Public consultation events open 1100 – 1900 hours*	Renfrew Town Hall
May 9 th 2017			Paisley Town Hall
May 10 th 2017	All	*Elected Members; MPs; MSPs; and representatives from local Community	Clydebank Town Hall
May 11 th 2017		Councils and special interest groups were invited to attend from 1000 to 1100 hours for dedicated access to the Renfrewshire Council City Deal team	Yoker Community Campus

Table 1: Summary of Pre-application Consultation

2.2.1 Proposal of Application Notice (PAN)

The 12 week application process began on March 21st 2017 with the publication of notices in the Dumbarton and Vale of Leven Reporter (March 21st), the Evening Times (March 22nd), the Paisley and Renfrewshire Gazette (March 22nd), the Paisley Daily Express (March 22nd) and the Clydebank Post (March 22nd).

Error! Reference source not found. shows the PAN, while **Figure 2** shows the advert as laced in the aforementioned newspapers.

The Marine Notice, as featured in the aforementioned newspapers, is shown in Figure 3.



	PRO	POSAL OF APPLICATION NOTICE	
The Toy	wn and Country Pl	ntry Planning (Scotland) Act 1997 (Section 35B) anning (Development Management Procedure) (Scotland sgulations 2013 (Regulations 4 -7)	
		npleted for all developments within the I or major categories of development	
Name of Council	Renfrewshire Cou	ncil	
Address Renfrewshire House			
	Cotton Street		
	Paisley		
	PA1 1JD		
Proposed develop	mod et Dista 11	An area that extends from Sanderling Road in the south,	
Proposed develop	mencar (Note 1)	travelling north, north-east through Netherton Farm to	
		the jct of Inchinnan Rd, Greenock Rd and Abbotsinch Rd.	
Description of pro	posal [Note 2]	Provision of a bridge over the White Cart, the realignment	
		of Abbotsinch Road and new cycleways from Sanderling	
		Road to the Inchinnan Rd/ Greenock Rd junction.	
Notice is hereby g	iven that an applica	ition is being made to	
[Note 3] Renfre	wshire	Council by [Note 4] Renfrewshire Council	
Of [Note 5]			
	use, Cotton Street, I	Paisley, PA1 1JD	
	Defeate of	Itached Information Note.	
In respect of [Note	e 6] Reler to a	lached information Note.	
To take place on ([Note 7] Refer to al	tached Information Note.	
[Note 8] The follow	wing parties have re	ceived a copy of this Proposal of Application Notice	
Refer to attached	Information Note.		
[Note 9] For furthe	er details contact Al	an Anderson	
on telephone num	_	00 300 0300	
And/or at the following address Renfrewshire House, Cotton Street, Paisley, PA1 1JD			
[Note 10] I certify		d a plan outlining the site	
Signed	S. M. Ja	d-	
On behalf of	Rowerson	SHIRE GONNELL	
Date	17- Me	Lecu 2017	
	1 . t. to be	LEN LEIT	



Figure 1: Proposal of Application Notice



Figure 2: Proposal of Application Notice as Featured in the Press

2.2.2 Elected Member Briefings

A drop-in session for the Elected Members of Renfrewshire Council was held on March 29th 2017, during which attendees were briefed on the project and were able to ask questions of the Renfrewshire Council City Deal Team.

A drop-in session was also held for the Elected Members of West Dunbartonshire Council on April 3rd 2017 and a similar session offered to Glasgow City Council, however there was no take-up from Glasgow City Council.

2.2.3 Community Council Presentations

Representatives of the Renfrewshire Council City Deal Team attended meetings of the Community Councils shown in **Table 2** below to deliver a PowerPoint presentation. The presentation was designed to provide an update on the project; explain the application process and enable questions to be asked.

It should be noted that all Community Councils, any part of whose area is within or adjoining the land where the Proposed Development is situated, were offered a presentation.

Date	Community Council	Attendees
April 3 rd 2017	Yoker	10 People;
		No Elected Member in attendance
April 3 rd 2017	Clydebank East	40 people;
		Councillors William Hendrie,
		Marie McNair, Gail Casey and
		Kath Ryall in attendance
April 4 th 2017	Inchinnan	15 people;
		Councillor Sam Mullin in
		attendance
April 11 th 2017	Paisley North	10 people;
		Councillors Mags McLaren and
		Kenny McLaren in attendance
May 2 nd 2017	Renfrew	24 people;
		Councillor W Brown in attendance

Table 2: Community Council Presentation

The main comments raised by Community Councils related to the operational phase of the proposals. Specifically, changes to, and increased, traffic flows; ongoing congestion on Love Street, Paisley; and the future operation of the A8 Greenock/ Inchinnan Road junction were raised and addressed as part of the above presentations. Information on traffic modelling outputs was provided.

Disappointment was also expressed that the previously presented Paisley Gateway/ Renfrew Road Link proposals are no longer being progressed as part of the GAIA project. It was explained that Renfrewshire Council is now looking at options for taking forward these proposals under a different funding model.

2.2.4 Statutory Consultees

A letter was sent to the statutory consultees: SNH, SEPA, Northern Lighthouse Board, Marine Coastguard Agency and Marine Scotland on March 17th 2017 to notify them of the planning and licence applications, and to serve as an invitation to the pre-application consultation events. Information on where to download the Scoping Report and Scoping Update was also provided.

The letters sent to the statutory consultees are included in Appendix A1.

2.2.5 Non-Statutory Consultees

The Elected Members of Renfrewshire, West Dunbartonshire and Glasgow were sent a notification of the submission of the PAN as well as information on the public consultation events. A copy of this correspondence can be found in **Appendix A2**.

A letter/ email and the preapplication consultation event flyer, including information on the events and shown in **Figure 4**, were sent to relevant landowners with whom contact had been made and who may be affected by the proposals.

Two emails were also sent to the applicant's 'City Deal' mailing list subscribers to provide them with details of the pre-application consultation events. These were sent to 346 email addresses on the March 30th, with a further reminder sent to the 371 signed up as at May 2nd 2017.

Final opportunity for your input on major infrastructure projects

There is £1.13 billion being invested in 20 major infrastructure projects across the Glasgow City Region, bringing major economic benefits and job opportunities to communities throughout the region.

The two projects we are consulting on at this stage are: The Clyde Waterfront and Renfrew Riverside (CWRR): comprises a new opening' bridge across the Clyde linking the communities of Renfrew, Yoker and Clydebank. Proposals also include the Renfrew Northern Development Road and new cycle routes aimed at providing improved access to development opportunities, employ nent. education. health and leisure locations. The Glasgow Airport Investment Area (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.

www.renfrewshire.gov.uk/citydeal

This includes a period of consultation, during which events will be held to get stakeholders' views before the plans are finalised. A full planning application will then be submitted later this year. These events will include four days of public exhibitions at which people will be able to discuss the plans with members of the project team; Monday 8 May, 11am to 7pm Renfrew Town Hall, Hairst St, Renfrew, PA4 8PF Tuesday 9 May, 11am to 7pm Paisley Town Hall Abbey Close, Paisley, PA1 LJF Wednesday 10 May, 11am to 7pm

Proposal of Application Notices (PAN)

projects have been submitted which

starts the statutory planning procedures.

for two of Renfrewshire's City Dea

Clydebank Town Hall, 49 Dumbarton Rd, Clydebank, G81 1UA Thursday 11 May, 11am to 7pm Yoker Community Campus 10 Kelso Place, Glasgow, G14 0LL

R

Figure 4: Pre-Application Consultation Event Flyer

3 Public Consultation Events

3.1 Attendance

A total of four pre-application consultation events were held in May 2017. The dates, location and number of attendees are shown in **Table 3** below.

Date Location		Number of Attendees		
May 8th 2017 Renfrew Town Hall		133		
May 9th 2017 Paisley Town Hall		99		
May 10th 2017 Clydebank Town Hall		75		
May 11th 2017 Yoker Community Campus		148		
Table 2: Due Application Consultation Event Attendence				

Table 3: Pre-Application Consultation Event Attendance

The sign-in sheets, from which these attendance numbers were calculated, also registered the home postcodes of attendees. These were plotted and can be seen in **Figure 5** below.

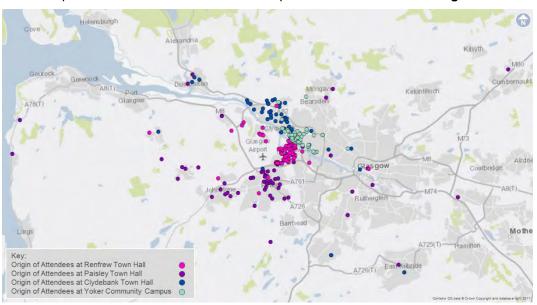


Figure 5: Origin of Attendees across the Pre-Application Consultation Events

3.1.1 Renfrew Town Hall

The first pre-application consultation event was held on May 8th 2017 in Renfrew Town Hall. The event was held in a first floor location, accessible by lift, and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Megan Blake and Catriona Weir of Sweco.



133 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.



Figure 6: Pre-Application Consultation Event, Renfrew Town Hall

3.1.2 Paisley Town Hall

The second pre-application consultation event was held on May 9th 2017 in Paisley Town Hall. The event was held in a first floor location, accessible by lift, and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Megan Blake and Catriona Weir of Sweco.



Figure 7: Pre-Application Consultation Event, Paisley Town Hall

99 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.

3.1.3 Clydebank Town Hall

The third pre-application consultation event was held on May 10th 2017 in Clydebank Town Hall. The event was held in an accessible ground floor location and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Keri Stewart and Catriona Weir of Sweco.

75 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.



Figure 8: Pre-Application Consultation Event, Clydebank Town Hall

3.1.4 Yoker Community Campus

The fourth preapplication consultation event was held on May 11th 2017 in Yoker Community Campus. The event was held in an accessible ground floor location and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the



Figure 9: Pre-Application Consultation Event, Yoker Community Campus

Renfrewshire Council City Deal Team, and by Keri Stewart and Megan Blake of Sweco.

148 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.

3.2 Promotion

Each event was promoted in the same manner, as follows:

- Newspaper adverts were placed in five local newspapers in March and April 2017;
- A press release was issued by Renfrewshire Council on March 23rd 2017;
- An email was sent to the 346 subscribers on Renfrewshire Council's City Deal mailing list on March 30th 2017, and again on May 2nd 2017 to 371 people;
- Information was available on Renfrewshire Council's City Deal webpage www.renfrewshire.gov.uk/citydeal;

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- Information was provided via Renfrewshire, West Dunbartonshire and Glasgow City Council's Facebook and Twitter accounts;
- 2,000 flyers and 100 posters were distributed across various venues, including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders and organisations; and
- An email was sent to all Renfrewshire Council employees.

3.3 Display Materials

3.3.1 Exhibition Boards

13 exhibition boards were displayed at each event to provide an overview of the project and its benefits, and to show the preferred proposals and the updated programme. An example is shown in **Figure 10**.



Figure 10: Example Exhibition Board

All exhibition boards were published at <u>www.renfrewshire.gov.uk/citydeal</u>, where they remain available, and can be found in **Appendix B** of this report.

3.3.2 Fly-through Masterplan and Traffic Modelling Videos

In addition to the exhibition boards, two monitors displayed videos of the GAIA masterplan and of the traffic modelling which has been undertaken at key locations throughout the local road network.

The videos, as shown in **Figures 11**, **12** and **13**, aided attendees' understanding of the impact of the proposals both with regards to potential future developments and traffic and transport.



Figure 11: Fly-through Masterplan and Traffic Modelling Videos





Figure 12: Snapshot of Fly-through Masterplan Video

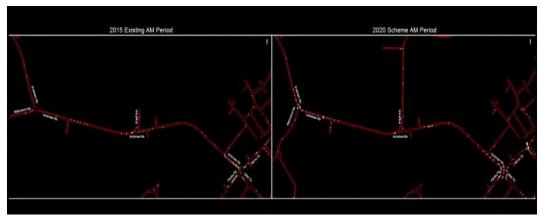


Figure 13: Snapshot of Traffic Modelling Video

3.3.3 Project Booklet

A project booklet was also produced to show the proposals and made available at the consultation events, and online at <u>www.renfrewshire.gov.uk/citydeal</u>.

The booklet, the centrefold of which is shown in Figure 14, can be found in Appendix C.



Figure 14: Project Booklet Centrefold

4 Analysis of Public Engagement Feedback

A feedback survey was open from May 8th until June 9th 2017 and completion was encouraged both at the public consultation events and online. A total of 149 responses were received in that time.

4.1 Overall Support

Overwhelming support for the proposals was found upon analysis of the responses. Of the total 149 respondents, 116 provided their opinion on the GAIA proposals with 109 (94%) advising they were supportive and 7 (6%) unsupportive.



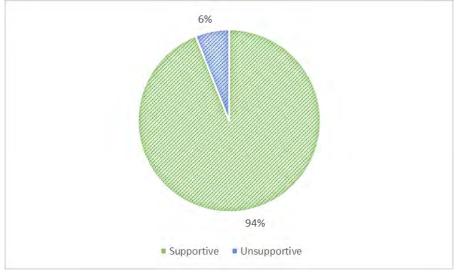


Figure 2: Levels of Support for the GAIA Proposals

4.2 Comments Received

Alongside overall support for the proposals, survey respondents were asked to provide any comments that they wished the applicant to consider before the plans were finalised. A total of 60 comments were received and these have been categorised as follows:

- General Comments;
- Regeneration;
- Active Travel;
- Traffic
- Wildlife; and
- Wright Street.

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Category	Total Number of Comments	Number of Positive Comments
General Comments	25	20
Regeneration	8	8
Active Travel	9	9
Traffic	8	5
Wildlife	2	1
Wright Street	8	3

The majority of comments received were positive in nature; a summary of the feedback received is shown in **Table 4** below.

Table 4: Summary of Comments Received

Examples of typical comments received, across the above categories, and resulting actions undertaken by the project team are provided in **Table 5** below.

Category	You Said	We Did
General Comments	"Looks good for the future if it gets the right companies coming to this area"	A masterplan has been completed and a steering group setup (which includes representatives from key stakeholders including Scottish Enterprise, Glasgow & Renfrewshire Chambers of Commerce) to help ensure the potential of this area is realised.
Regeneration	"Think this would be a great opportunity for residents to be able to get over to airport side easier than it is just now. Good opportunity for businesses to develop & create jobs"	The GAIA project objectives include facilitating the creation of a world class business and commercial location around the airport and existing manufacturing centres in the heart of Renfrewshire. Its completion will also assist the continued growth and expansion of Glasgow Airport and allowing existing business to grow and new business to be created.
Active Travel	"In general agreement. Presumably most active travellers to the airport will to go for work. People cycling to work prefer to do so as quickly	There has been significant stakeholder involvement in the design of the proposed cycling infrastructure, including regular discussion with Sustrans.

All comments and how they have been addressed are found in Appendix D.

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	as possible; circuitous routes are not helpful and are often ignored"	
Traffic	"The new junction at Abbotsinch Bridge [the A8 Greenock/ Inchinnan Road junction] is much needed to help traffic move during peak times"	Modelling of the junction has been undertaken to ensure that it will operate as efficiently as possible. The proposed layout includes the addition of new lanes and optimisation of the signal timings to ensure the greatest level of through flow. There are still expected to be issues during peak times but these will be managed to reduce the impact elsewhere (e.g. queuing on the Bascule Bridge).
Wildlife	"Seems reasonable as long as change in river flow has no impact on mud flats at the mouth of the [River] Cart - important site for wild fowl"	The proposals have been developed to avoid adverse effects on the Black Cart Special Protection Area (SPA) and the wintering Whooper swans which use this area. By avoiding some construction works in the winter, no significant effects on the wintering birds are predicted.
Wright Street	"As a resident of Wright St I would welcome the plan to make Wright St a cul-de-sac. I do not want access for buses and taxis. Installing a fire path would be a good idea. I am supportive if there are no buses/taxis"	Renfrewshire Council did consider the construction of a bus/ taxi-gate on Wright Street, but following a number of representations made at the pre- application consultation events, and a lack of interest from bus companies, has removed the bus/ taxi-gate from the planning application.

Table 5: Summary of Specific Comments Received

5 Conclusions

The applicant considers the approach taken to pre-application consultation to have provided every opportunity for members of the public, the local community and all stakeholders to understand and contribute to the GAIA proposals.

This report has shown the applicant to have fulfilled, and at many points exceeded, its statutory obligation with regards to pre-application consultation, for which they have been commended; at a recent parliamentary enquiry by the Local Government and Communities Committee, a call for views on City Region Deals received a response describing

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Renfrewshire Council's City Deal engagement to be "exemplar"³. The statutory minimum has been surpassed in the following ways:

- Three phases of public engagement, totalling thirteen separate consultation events, were organised to correspond with key project milestones. For preapplication consultation specifically, four separate consultation events were held in and surrounding the site of the application;
- Numerous public notices were published in the press;
- Various meetings were held with the Planning Authorities and statutory bodies;
- Meetings were held with Community Councils and Local Area Committees, including those whose boundaries are not within or adjoining the site of the application;
- Provision of a specific section on Renfrewshire Council's website where regularly updated information about the project can be accessed and feedback given by members of the public;
- A booklet was produced that summarised the proposals and outlined how to give feedback, noting that comments provided are not representations to the Planning Authorities. The booklet produced for the pre-application consultation process was the third published for public consumption, after those titled 'Developing Proposals' and 'Developed Proposals' were made available in May and December 2016 respectively;
- Emails were sent to all of the applicant's 'City Deal' mailing list subscribers to advise them of the dates of the public consultation events and how they could give feedback; and
- Two display monitors were used to exhibit a fly-through video, which outlined the GAIA masterplan and provided an insight into what the potential future developments could look like, and the traffic modelling that was carried out in key locations.

In addition, the GAIA proposals have been subject to the pre-application consultation process, and consultation previous to this, not only in Renfrewshire but in the neighbouring authorities of Glasgow City Council and West Dunbartonshire Council. Exceeding the statutory minimum in this manner has ensured widespread awareness and engagement.

While some concerns have been highlighted through the pre-application consultation process, in engaging with communities and the planning authorities, these have been reviewed and all are considered to have been taken into account in the design proposals.

³ Response from Scotland's Regeneration Forum (SURF): "We also recognise the good work done by some local authorities to make their constituents aware of City Region Deal activities – Renfrewshire Council is an exemplar" – Page 4 of SURF response at http://www.parliament.scot/parliamentarybusiness/CurrentCommittees/104480.aspx

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The potential impacts of the GAIA proposals can therefore be considered to have been reduced to an acceptable level.



Spectrum House 2 Powderhall Road Edinburgh EH7 4GB **T** +44 (0)131 550 6300 **F** +44 (0)131 550 6499 www.sweco.co.uk

Registered Office Sweco UK Limited Grove House Mansion Gate Drive Leeds, LS7 4DN Registered in London No. 02888385

17th March 2017

Project: 117084

Our Reference: 117084_GAIA_Marine PACConsultationLetterFin al_MCA_v003_RMcLean. docx

Dear Sirs

Emailed to

Marine Licence – Pre-Application Consultation Renfrewshire City Deal - Glasgow Airport Investment Area Project

As required under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, we write to inform you that an application is scheduled to be submitted to Marine Scotland in June 2017 in respect to the above project.

A copy of the advertisement giving notice of information on the project and also on the consultation events to be held on the 8th to the 11th of May 2017 is enclosed.

A Scoping Report and a Scoping Update can also be downloaded from <u>http://www.renfrewshire.gov.uk/gaia</u> which provides a description of the proposed works and includes drawings outlining the scheme. In summary the Marine aspects of the project, include the construction of two bridges (one across the Black Cart Water and one across the White Cart Water) and three drainage outfalls. The bridges are expected to have two piers in the water that will be built within cofferdams. With regards to Marine Licensing, it is currently understood that a licence will be required for the cofferdams, piers and the outfalls.

With regards to this proposed licence application, please can you provide any comments or queries during the Pre-Application Consultation period, which will end on the 9th June 2017, as advised in the attached notice.

Yours faithfully for Sweco

Rebecca McLean EIA Technical Manager

E: rebecca.mclean@sweco.co.uk

Enclosed: Copy of the Advertisement

Glasgow Airport Investment Area

MARINE (SCOTLAND) ACT 2010 THE MARINE LICENSING (PRE-APPLICATION CONSULTATION) (SCOTLAND) REGULATIONS 2013

Notice is hereby given that Renfrewshire Council, (having its registered office at Renfrewshire Council, Cotton Street, Paisley, PA1 1JD), plans to hold a pre-application consultation event regarding proposed licensable marine activity associated with the Glasgow Airport Investment Area (City Deal) Project (central grid reference NS489672). The proposed activity consists of the construction of two bridges (one in the Black Cart and one in the White Cart waters) and three outfalls. The bridges are expected to have two piers in the water that will be built within cofferdams. With regards to Marine Licensing, it is currently understood that a licence will be required for the cofferdams, piers and the outfalls.

Further information can be obtained concerning the licensable marine activities noted above from;

Name:	Alan Anderson (GAIA City Deal Team Project Manager)				
Tel:	0300 300 0300 Email: citydeal@renfrewshire.gov.uk				
Web:	http://www.renfrewshire.gov.uk/gaia				
The pre-ap	pplication consultation events will be held from 11:00 to 19:00 on the 8 th until the 11 th May at the following venues:				
	Renfrew Town Hall (8 th May) Paisley Town Hall (9 th May) Clydebank Town Hall (10 th May) Yoker Community Campus (11 th May)				
Persons wish	ning to provide comments on the proposed licensable marine activities noted above can do so by writing to the prospective applicant at:				
	citydeal@renfrewshire.gov.uk				
	Or by post, not later than the 9 th June 2017, to:				
City Deal Team Renfrewshire Council Renfrewshire House Cotton Street Paisley PA1 1JD					
Comments should be dated and should clearly state the name (in block capitals) and full return email or postal address of those making comment. Comments made to the prospective application are not representations to the Scottish Ministers. When an application for a marine licence is submitted to Scottish Ministers, an opportunity will be given for representations to be made to the Scottish Ministers on the application.					



Appendix A1 Letters to Statutory Consultees

Appendix A2 Elected Member, MSP, MP and Community Council Notifications

Notification of Statutory Consultation Events for City Deal Projects



Dear Councillor,

A 'Proposal of Application Notice' for two of Renfrewshire's City Deal projects will soon be submitted. This will begin a period of consultation during which stakeholders across our communities will have an opportunity to review and comment on the proposals before the plans are finalised and a full planning application is submitted later this year.

Renfrewshire has 3 City Deal projects which, like all of the City Deal projects, are aimed at bringing major economic benefits and job opportunities to communities in the local area and across the Glasgow City Region.

The two Renfrewshire Council City Deal projects that are being consulted on at this time are:

The Clyde Waterfront and Renfrew Riverside (CWRR): a new 'opening' bridge across the Clyde linking the communities of Renfrew, Yoker and Clydebank. Proposals also include new roads and cycle routes providing improved access to development opportunities, employment, education, health and leisure locations.

The Glasgow Airport Investment Area (GAIA): Realignment of Abbotsinch Road to facilitate new development opportunities, business growth associated with the airport and improved connections between the Westway, Inchinnan and Airport Business Parks.

Statutory Consultation / Phase 3 Public Engagement

Plans are now in place for the 3rd phase of Public Consultation on the CWRR and GAIA projects in May 2017.

These events will comply with the statutory consultation process associated with major planning applications and allow feedback from the public prior to planning submissions in June. This follows previous (non statutory) engagement events held in May and December last year to provide information on the options being considered (May) and also the selected options being progressed (December) as part of the project appraisal and design process.

As you will be aware, a drop in session has been organised for Elected Members for 29th March 2017 from 11am to 3pm in Corporate Meeting Room 2. This is to provide Elected Members with an update on the projects as well as an explanation of the consultation process ahead of public consultations involving Community Councils and the public (as detailed below).

The public consultation events, which will be advertised across various local media platforms, will take place on:

Monday 8 May	Tuesday 9 May	Wednesday 10 May	Thursday 11 May
Renfrew Town Hall	Paisley Town Hall	Clydebank Town Hall	Yoker Community Campus
11am to 7pm	11am to 7pm	11am to 7pm	11am to 7pm



Elected Members are obviously welcome to attend the public events at their convenience; $\stackrel{\text{Renfrewshire}}{\text{however}}$ as well as the advance briefing on 29th March described above, the team propose that the first hour of each event (10 – 11am) will be reserved for Elected Members, representatives from local community councils and special interest groups, to ensure they have dedicated access to the project team to cover any specific questions.

An invitation to these public events will be sent to Community Council's who neighbour the development boundary. It has also been agreed with planning colleagues at a cross council planning group that presentations will also be offered to directly affected community councils (i.e. Renfrew, Inchinnan, Paisley North) ahead of the public events.

Should you require any further information, please contact the City Deal project team using the contact details below.

Regards,

City Deal Project Team

Email: <u>citydeal@renfrewshire.gov.uk</u>



Appendix B Exhibition Boards

Clyde Waterfront and Renfrew Riverside Project (CWRR)

Project Overview

The £90.7M Clyde Waterfront and Renfrew Riverside Project (CWRR) aims to significantly enhance connectivity and economic development opportunities for existing and new businesses in the City Region. It will also create new opportunities at key development sites along both sides of the River Clyde.

The new opening bridge across the Clyde, for cars, public transport, cyclists and pedestrians, will give currently disengaged communities and businesses better access to jobs, customers, services, facilities and amenities.

The new transport infrastructure south of the River Clyde will open up areas of derelict and underused land for development and act as a catalyst for a transformational change in an area with the potential to be an attractive business and residential destination.

Project aims and objectives

- To unlock the development potential in existing vacant or derelict sites to attract private investment and create employment and housing opportunities.
- To improve the connections between businesses, suppliers, amenities, services and communities on both sides of the Clyde.
- To advance the location as a vibrant riverside quarter; maximising potential for private investment in residential, retail and commercial developments.

- economic regeneration.

• To optimise the delivery of a focussed economic development strategy by taking advantage of the project's proximity to the Glasgow Airport Investment Area and major developments.

• To build on existing planned developments and transport interventions to deliver further

• To create jobs during construction of the infrastructure and through resulting development opportunities.



















Glasgow Airport Investment Area (GAIA)

Project Overview

The Glasgow Airport Investment Area has the potential to become a powerhouse of economic growth for Renfrewshire and the Glasgow City Region; being close to the M8, and to key commercial sites with significant economic growth potential such as the Airport, Westway and Inchinnan Business Parks, Paisley and Renfrew town centres.

To help realise that potential, the £39.1M Glasgow Airport Investment Area project will deliver infrastructure and environmental improvements aimed at facilitating the creating of a world class business and commercial location in the heart of Renfrewshire.

created.

This investment in infrastructure will help to create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for Renfrewshire and City Region residents.

These infrastructure improvements will also build on and complement the improved connections being delivered by the Clyde Waterfront & Renfrew Riverside project.

Project aims and objectives

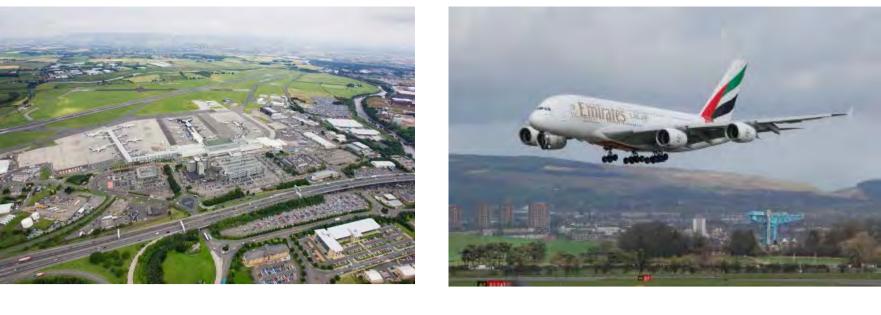
- To maximise the potential of the Glasgow Airport Investment Area as a key strategic business location and centre for economic growth.
- Facilitate the creation of a world class business and commercial location in the heart of Renfrewshire providing many local jobs.
- Enhance development opportunities by improving connections between existing business parks, new development sites and significant population and employment areas.

It's completion will assist in the continued growth and expansion of the airport, a key driver of the local and regional economy and a source of thousands of local jobs, allowing existing business to grow and new business to be

• Enhance the local environment through the use of high quality landscaping to encourage high quality development and regeneration.

• Optimise the results of a focused economic strategy by taking advantage of the opportunities provided by the Glasgow Airport Investment Area and the project's proximity to other major development sites.

• Create jobs during construction of the infrastructure and through the resulting development opportunities.



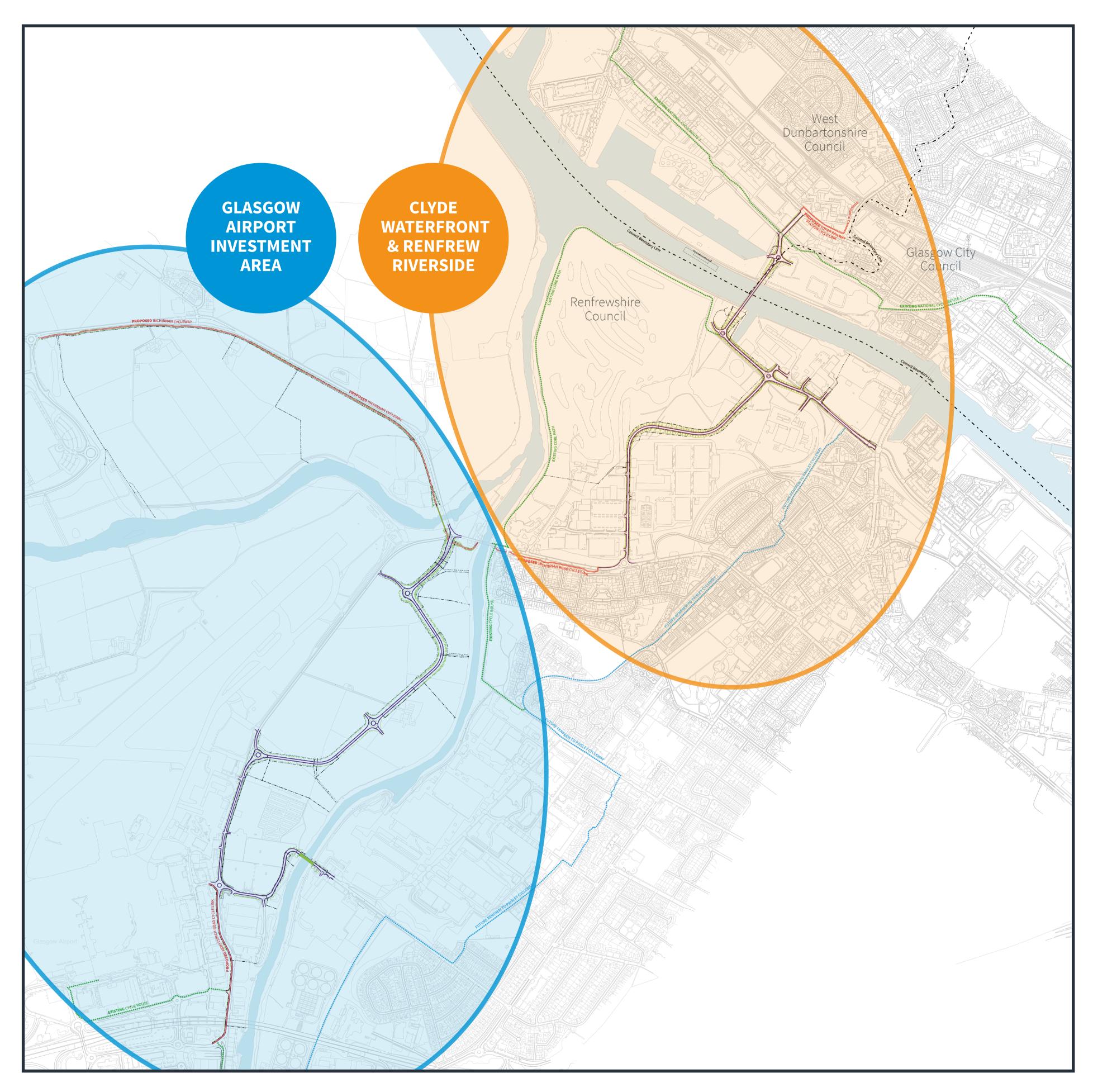






















Project Milestones

October 2015

Appointment of lead consultants

January-June 2016

Options generation, appraisal, sifting and selection

Public consultation

Current Position

- The project team has developed the designs based on feedback from the public, stakeholders and technical outputs from environmental, engineering and traffic studies.
- and other key stakeholders.
- application later in 2017.

July-December 2016	Spring / Summer 2017	Autumn 2017	Late 2017
Design of preferred option	Planning application and publication of draft orders	Planning application outcome	Tender issue
Public consultation	Statutory consultation		

Informing and engaging with our communities

The Next Steps

• These proposals, which are considered to provide the best opportunity of delivering the project objectives, while taking into account the feedback from the public

• The project team now wish to gather further feedback (following similar events in 2016) prior to finalising the plans for a planning

- The design for the projects will be finalised, taking account of this latest feedback.
- An application for planning consent will then be submitted to the relevant authorities later in 2017.

Summer 2018

Construction start

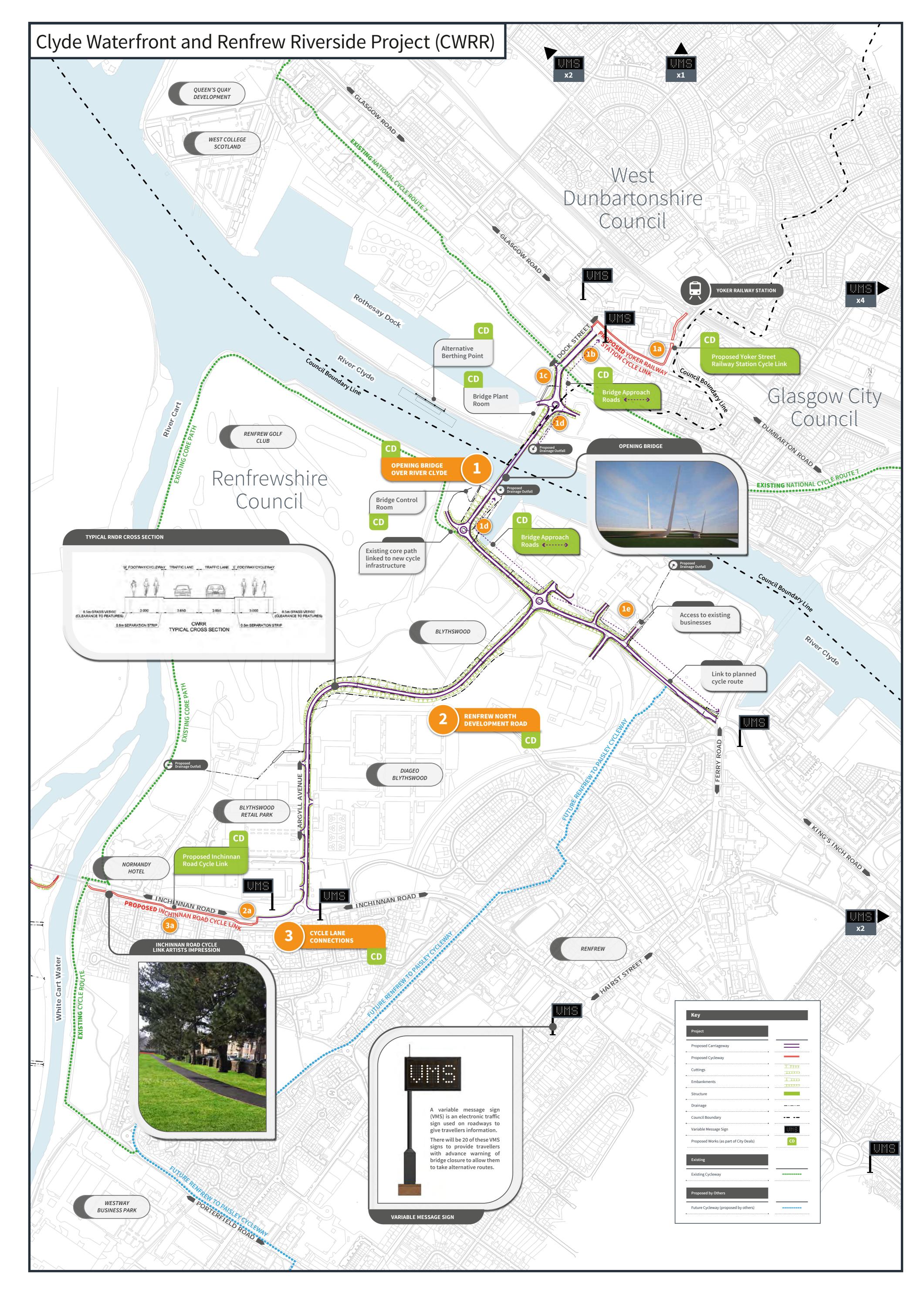
Summer 2020

Construction Complete

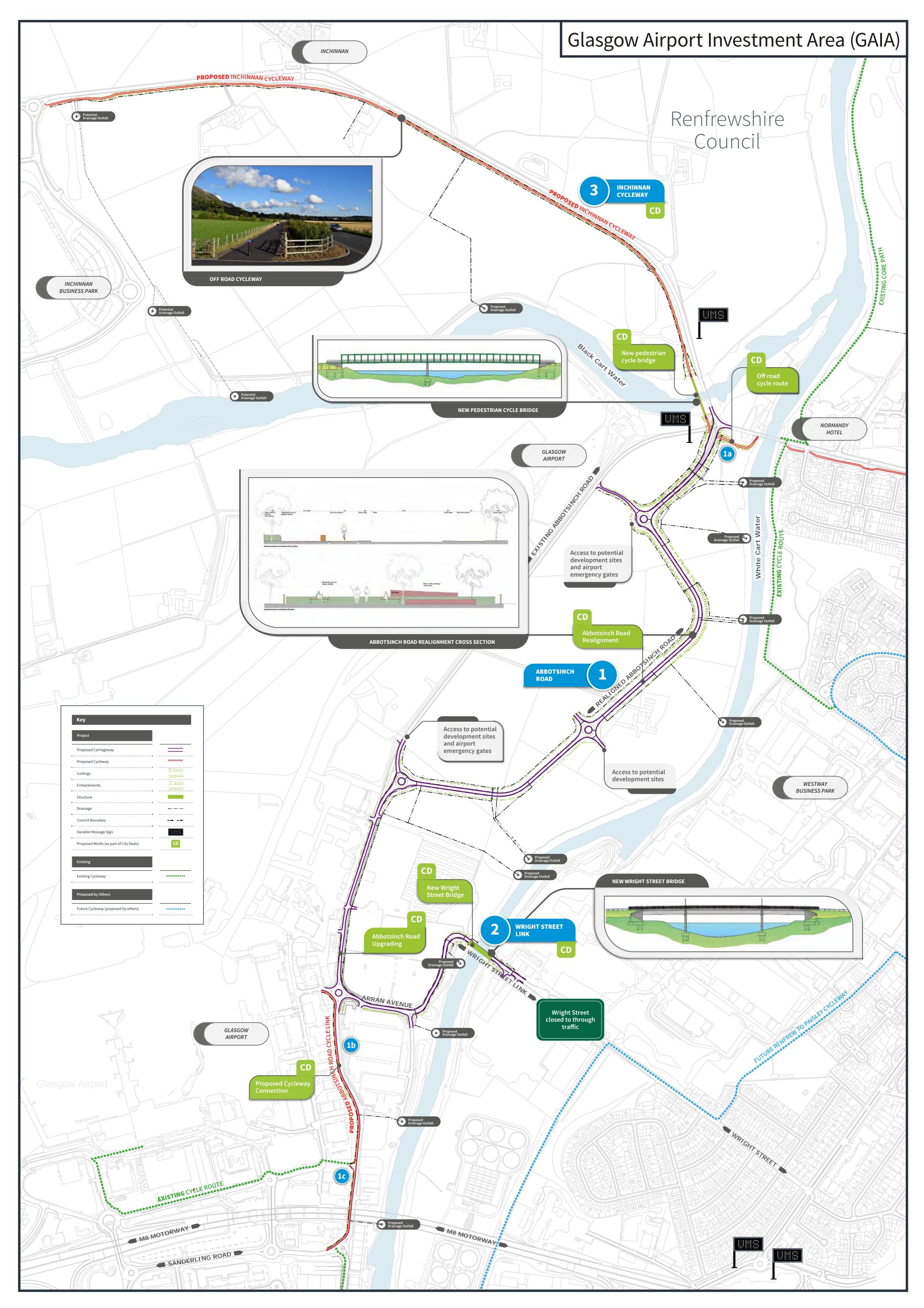
- Following a successful conclusion to the statutory processes (including planning permission) tenders for construction will be issued in late 2017
- Construction is programmed to start in the summer of 2018, with completion due in summer 2020.



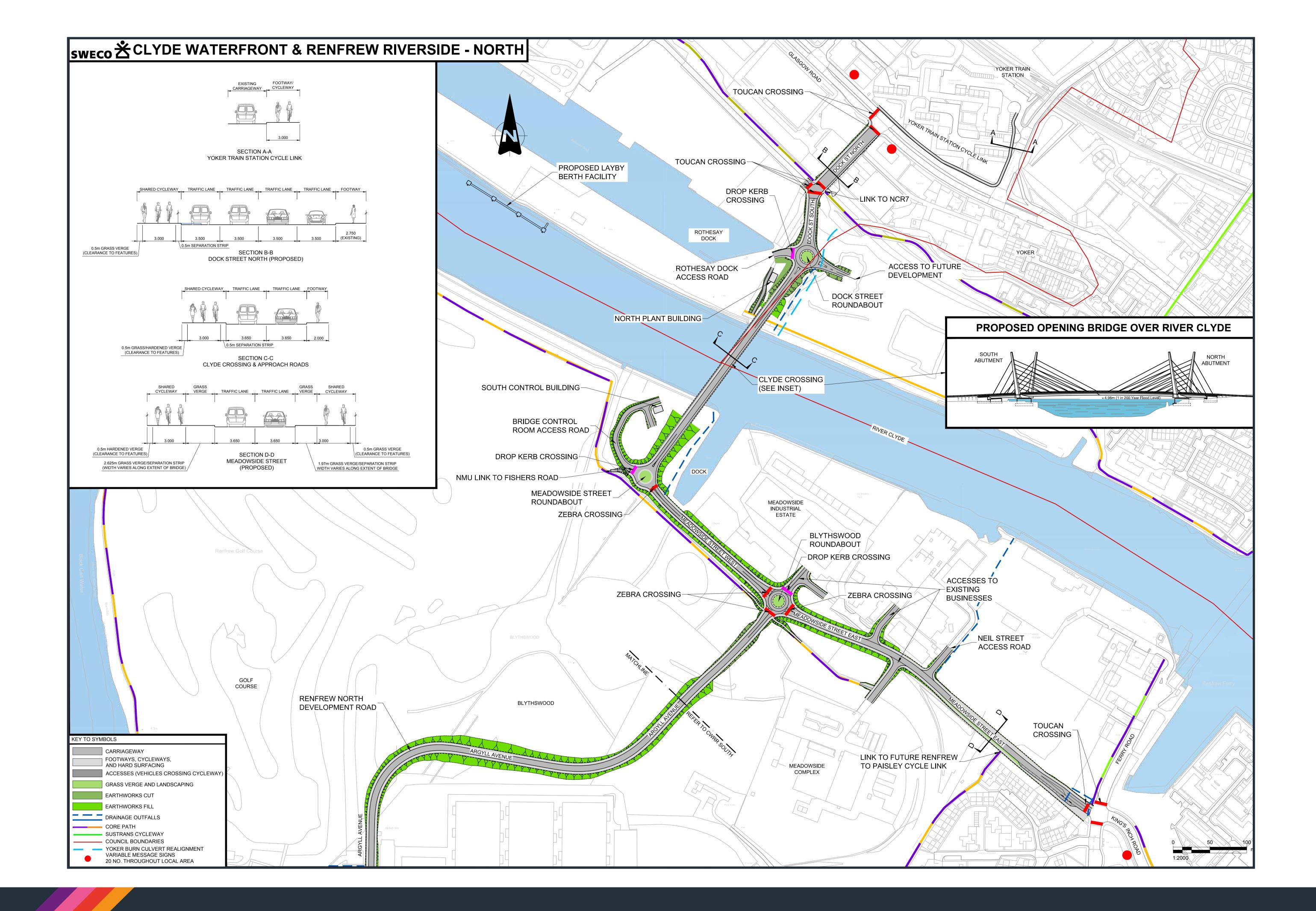


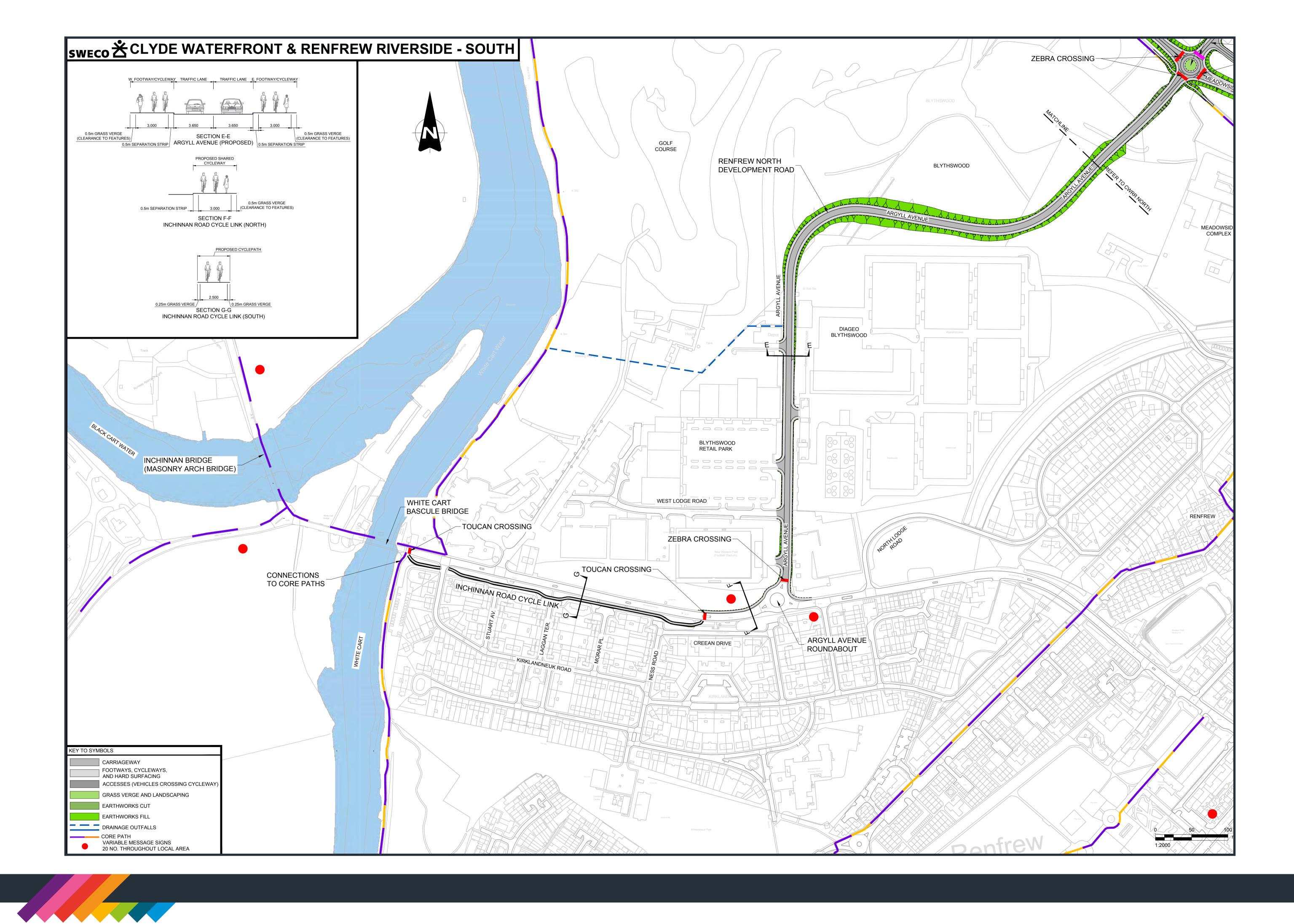


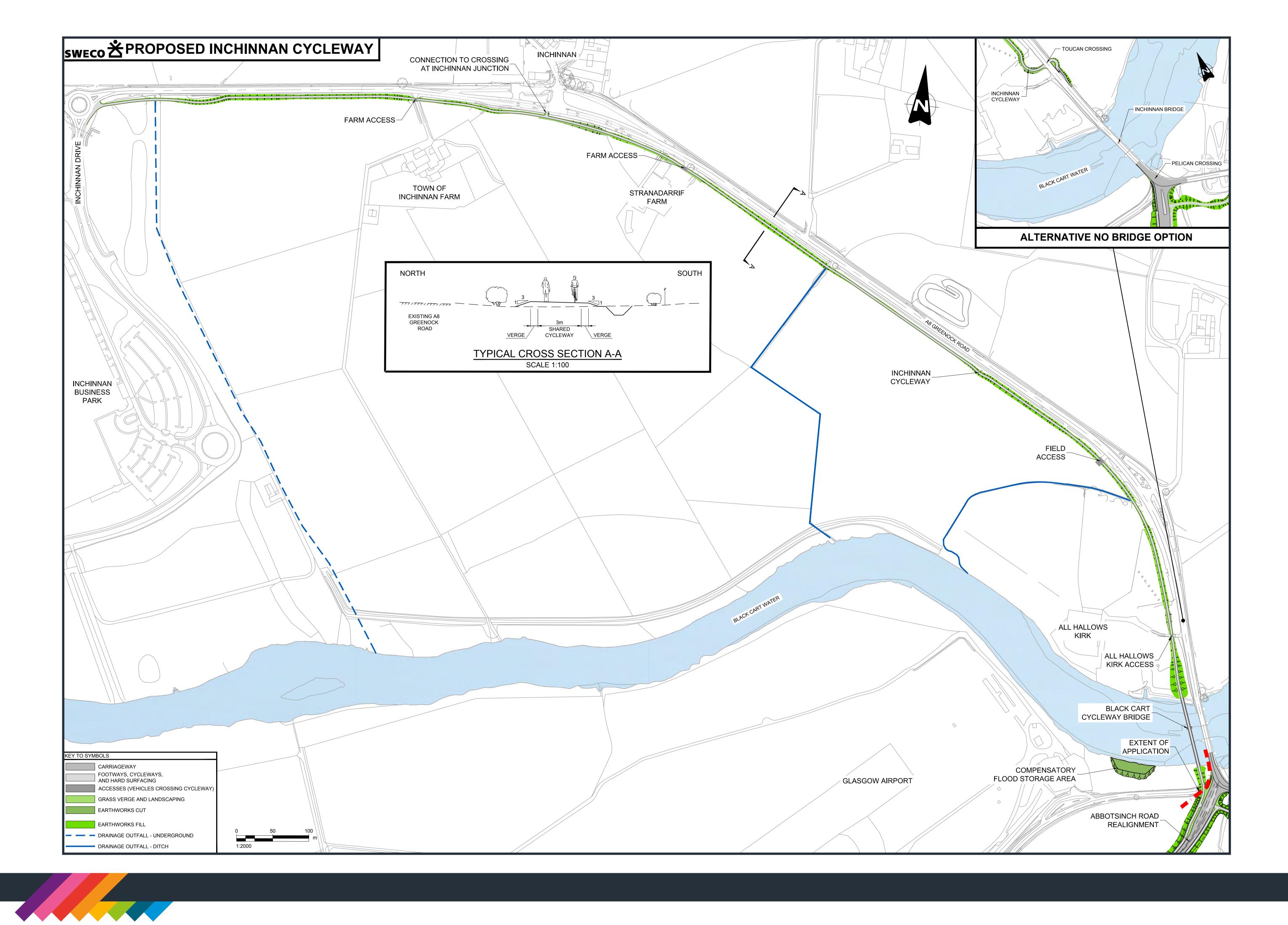


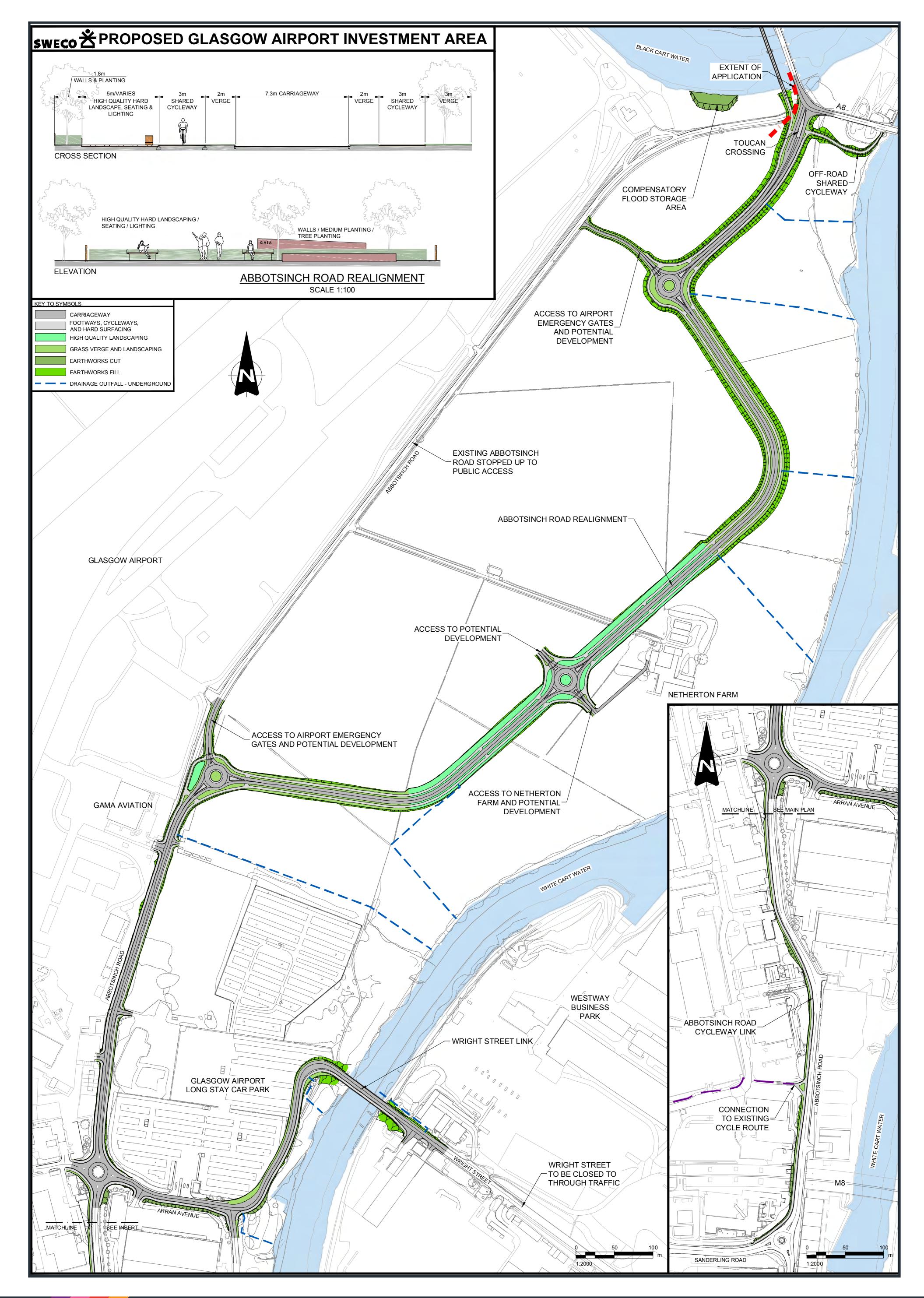














Clyde Waterfront and Renfrew Riverside Project (CWRR)

Through the construction of the proposed infrastructure it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities;

Development benefits	Pr
 Vacant and derelict land brought back into use (83.38 hectares) 	• £
 Land remediated (21.51 hectares) 	J
 New business space (Industrial/Storage/Distribution) (27,480 sqm) 	• 10
 Enhanced retail space (10,000 sqm) 	• 6) 0
• New public realm (2 hectares)	

- New office space (2,800 sqm)
- New homes (1,690)

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project;

 Reduction in journey times between the newly connected	• ()
communities (up to 50%)	0
 Significantly reduced traffic flow through Renfrew Town Centre,	t
particularly Inchinnan Road (east)	• F
 Access to local woodland areas improved for communities	t
on both sides of the River Clyde	• R
 Safer and significantly expanded cycleways 	b
 Cycle links extended to Yoker Railway Station, with a connection to NCR7 	• C (l c
 Improvements to Dock Street / Glasgow Road junction including provision for safe crossing for pedestrians and cyclists 	

rivate Sector Investment

282m

obs Created

015 during construction of the project

29 permanent additional jobs as a result ² new business creation

Opportunity for enhanced public transport on both sides of the river including enhanced reliability through Renfrew own centre

Potential for significant area adjacent to the River Clyde o be become an accessible area for leisure

Reduction in greenhouse gas emissions from vehicles by over 500 tonnes in 2020

one of the first projects in the world to follow the new standard PAS 2080) to minimise greenhouse gas emissions—directly ontributing to the achievement of the UN's Sustainable Development Goals













Glasgow Airport Investment Area (GAIA)

Through the construction of the proposed infrastructure it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities;

Development benefits	Pı
 Vacant and derelict land brought back into use (60 hectares) 	• £
 Land remediated (11.4 hectares) 	Jc
 New business space (Industrial/Storage/Distribution) (101,880 sqm) 	• 3
 Enhanced business space (Industrial/Storage/Distribution) (9,754 sqm) 	•1 a
 Enhanced commercial space (450 sqm) 	
 New office space (200,963 sqm) 	

- Enhanced office space (6,387sqm)
- New homes (250)

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project;

 Reduction in HGV traffic on Porterfield Road	• P
(due to Wright Street link).	te
 Reduction in HGV traffic on Paisley Road, by linking Westway	• R
business park to M8 over White Cart	b
 Improved operation of the Greenock Road/Abbotsinch	• C
Road junction	(I
 Safer and significantly expanded cycleways 	C D
 Enhanced opportunity for public transport links between Renfrew, the Airport and Airport Business Park 	

rivate Sector Investment

430m

obs Created

865 during construction of the project

.0,600 permanent additional jobs as a result of new business creation

Potential for significant area adjacent to the White Cart of become an accessible area for leisure

Reduction in greenhouse gas emissions from vehicles by over 200 tonnes in 2020

One of the first projects in the world to follow the new standard PAS 2080) to minimise greenhouse gas emissions—directly contributing to the achievement of the UN's Sustainable Development Goals













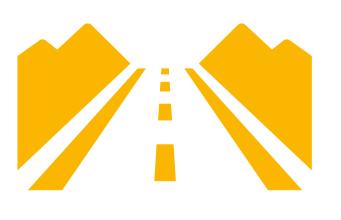
Renfrewshire City Deal: public consultation key facts

supportive **Glasgow Airport Investment Area**

supportive

Clyde Waterfront and Renfrew Riverside

Your feedback matters...



• It helped identify the preferred route locations



 Traffic modelling study checked and addressed congestion concerns

Over 1500 people took part in engagement

project updates

people responded to project surveys





- All new roads include improved walking and cycling routes
- Selected routes minimise impact on wildlife and the environment



Nine public exhibitions in 2016 in **Paisley**, Renfrew, Yoker and Clydebank

"This can only serve to benefit the local community and business, housing and general pride in the locality."

Survey respondent







Appendix C Project Booklet





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The Glasgow City Region City Deal GLASGOW AIRPORT INVESTMENT AREA

FINALISING PROPOSALS



The Glasgow City Region City Deal

The £1.13bn Glasgow City Region City Deal is an agreement between the UK Government, the Scottish Government and eight local authorities across the Glasgow City Region.

This City Deal will fund major infrastructure projects; create thousands of new jobs and assist thousands of unemployed people back to work; improve public transport and connectivity; drive business innovation and growth and generate billions of pounds of private sector investment.

Further information can be found on the City Deal website at www.glasgowcityregion.co.uk.

Glasgow Airport Investment Area (GAIA)



The Glasgow Airport Investment Area has the potential to become a powerhouse of economic growth for Renfrewshire and the Glasgow City Region; being close to the M8, and to key commercial sites with significant economic growth potential such as the Airport, Westway and Inchinnan Business Parks, Paisley and Renfrew town centres.

To help realise that potential, the £39.1m Glasgow Airport Investment Area project will deliver the infrastructure and environmental improvements (described below) with the objective of facilitating the creation of a world class business and commercial location around the airport and existing manufacturing centres in the heart of Renfrewshire. Its completion will also assist the continued growth and expansion of the airport, a key driver of the local and regional economy and a source of thousands of local jobs, allowing existing business to grow and new business to be created.

This investment in infrastructure will help to create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for local residents and wider Glasgow City Region residents.

GAIA Project Benefits

Through the construction of the proposed infrastructure (described overleaf in 'Project Detail') it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities:

DEVELOPMENT BENEFITS

- Vacant and derelict land brought back into use (60 hectares)
- Land remediated (11.4 hectares)
- New business space (Industrial/Storage/Distribution) (101.880 sqm)
- Enhanced business space (Industrial/Storage/Distribution) (9,754 sgm)
- Enhanced commercial space (450 sqm)
- New office space (200,963 sqm)
- Enhanced office space (6,387sqm)
- New homes (250)

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project:

- Reduction in HGV traffic on Porterfield Road (due to Wright Street link)
- Reduction in HGV traffic on Paisley Road, by linking Westway business park to M8 over White Cart
- Improved operation of the Greenock Road / Abbotsinch Road junction
- Safer and significantly expanded cycleways
- Enhanced opportunity for public transport links between Renfrew, the Airport and Airport Business Park

PRIVATE SECTOR INVESTMENT

JOBS CREATED

£430m

- 365 during construction of the project
- 10.600 permanent additional jobs as a
- result of new business creation

• Potential for significant area adjacent to the White Cart to become an accessible area for leisure

- Reduction in greenhouse gas emissions from vehicles by over 200 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions - directly contributing to the achievement of the UN's Sustainable Development Goals

GAIA Project Details

The GAIA project involves realignment of Abbotsinch Road, including improved connections with the existing road network, new bridges across the Black and White Cart and improved facilities for public transport, cyclists and pedestrians. A summary of the key project outputs are as follows:

ABBOTSINCH ROAD

1

Realignment and upgrading of the existing Abbotsinch Road to establish a high quality gateway setting the scene for a world class business and commercial location. Works include:

- 1620m of new 7.3m wide road accommodating 2 lanes of traffic with a 30mph speed limit
- 420m length of upgraded existing road from south of Arran Avenue roundabout to the new realigned Abbotsinch Road
- 3m wide shared cycleway¹ on both sides of the new and upgraded road
- 3 new roundabouts on the realigned Abbotsinch Road to facilitate access to future development sites

CYCLE LANE CONNECTIONS

Further improved connections to existing cycleways & corepaths will also be provided:

- 120m of new 3m wide off road shared cycleway¹ south of White Cart stone Bridge, linking to Bascule Bridge
- Widening of 700m of existing footway to provide a 3m wide shared cycleway¹ on the west side of Abbotsinch Road, between Sanderling Road and Arran Avenue
- Links to existing Glasgow Airport cycle routes

DRAINAGE

3

Drainage for the new road and cycleways will use the principles of Sustainable Urban Drainage Systems including:

- **Pollution Control**
- Tidal Attenuation

A separate planning application is also being submitted for the following works:

INCHINNAN CYCLEWAY

New off-road cycle way connecting proposed realigned Abbotsinch Road to Inchinnan Business Park, including:

- 2030m length of new off-road 3m wide shared cycleway¹ on south side of Greenock Road
- Installation of solar studs to provide lighting during the hours of darkness
- 100m cycleway / pedestrian bridge spanning the Black Cart Water with min clearance height of 3.3m from bridge to water level

By 'shared cycleway' we mean a shared use path for use by pedestrians and cyclists.

2 WRIGHT STREET LINK A new bridge spanning the White Cart River from Wright Street to an approach road off Arran Ave. Works include: New 70m (3 span) bridge carrying 2 lanes of traffic Minimum clearance height of 3.35m from bridge to water leve 480m of new 7.3m approach road carrying 2 lanes of traffic with a 30mph speed limit 100m of upgraded existing road from roundabout

- at Arran Ave / Abbotsinch Rd to new approach road New 3m wide shared cycleway¹ from the
- roundabout to Wright Street on south side of new link
- No Through Route on Wright Street

JUNCTIONS

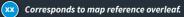
There will also be new & improved junctions:

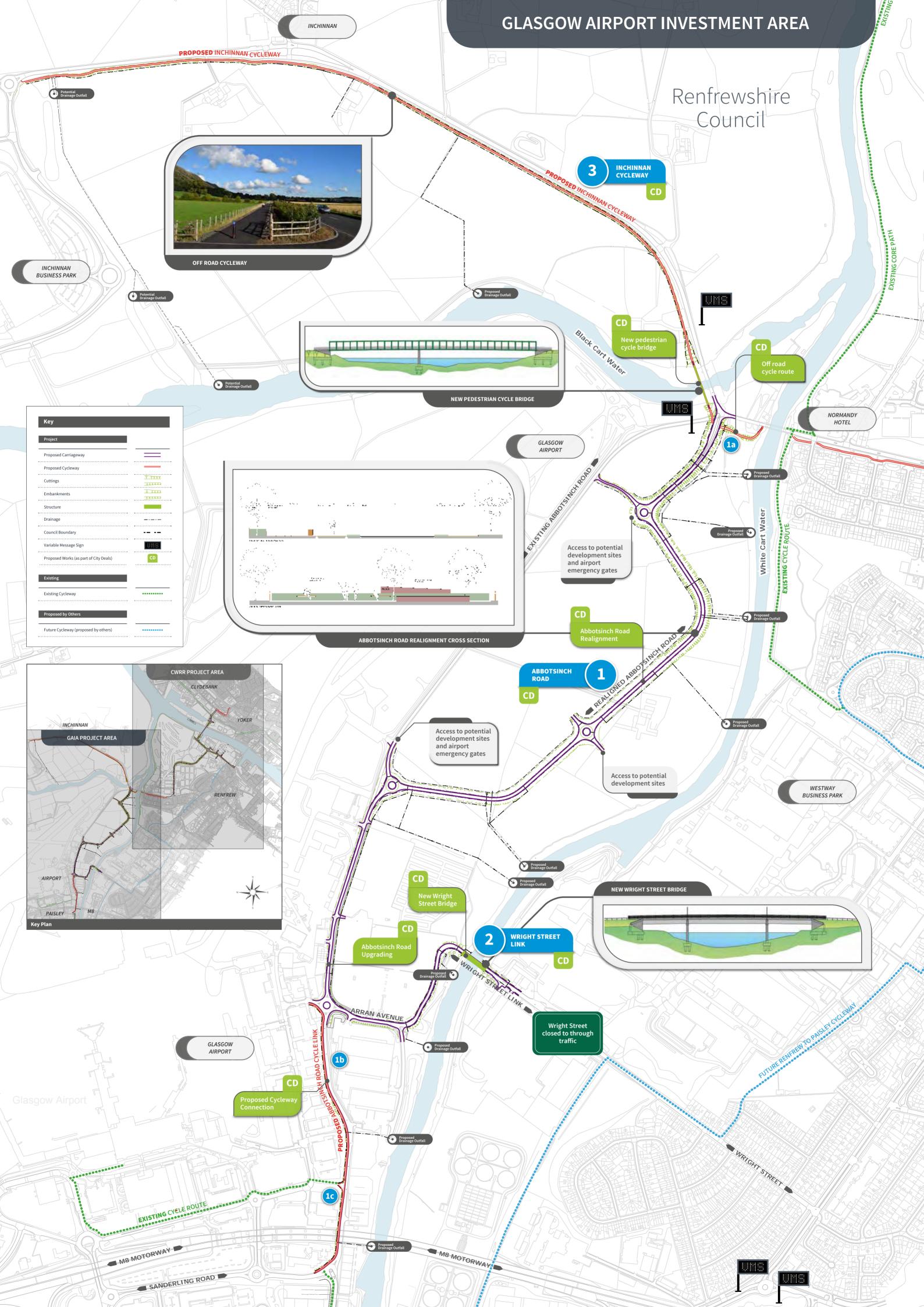
- Capacity improvements at Abbotsinch Road / A8 Greenock Road / A8 Inchinnan Road junction
- Capacity improvements on the existing Arran Avenue / Abbotsinch Road roundabout

LANDSCAPING

High quality landscaping of new roads and cycleways with the aim of setting the standard for future development. including:

- Mature trees planted on the realigned Abbotsinch Road to create an immediate visual impact
- High quality hard landscaping materials
- Provision of benches, cycle parking and features at kev points
- Hedge planting to enhance biodiversity on Inchinnan Cvclewav





Statutory Process

The submission of Proposal of Application Notices (PAN) for this project began a period of consultation, during which events will be held to seek stakeholders' views before the plans are finalised. A full planning application will then be submitted later this year.

The planning application and supporting documents (including an Environmental Statement containing the findings from an Environmental Impact Assessment) will be available from the Planning Authority* after submission and validation of the application. To sign up to our mailing list to be notified of these key project updates, or for further details visit our website at *www.renfrewshire.gov.uk/citydeal.*

* Planning Authority Portal: (http://pl.renfrewshire.gov.uk/online-applications)

PROPOSED PROJECT TIMELINE

March 2017	Proposal of Application Notices (PAN) submitted
April 2017	Consultation with Elected Members and Community Councils
May 2017	Public consultation events 8th to 11th May in Renfrew, Paisley, Clydebank & Yoker**
June 2017	Submission of full planning application
June onwards	Consideration by the planning authority*** and decision on application.
2018	Start construction****
2020	Complete construction; roads and bridges open****

** Please note that comments recorded at these events are being considered as general project feedback and are not representations to the planning authority. The process for making a formal representation is set out in the note below;

*** Any person has the right to make representation on the proposals. Such representations must be made in writing within set time limits. These will be clearly set out in explanatory material accompanying the Planning Application and Environmental Statement.

**** Dates dependant on Planning Application outcomes and timescales.

Consultation to Date

Feedback from surveys completed by members of the public in December 2016 at the second phase of consultation continued to demonstrate the overwhelming support shown in the initial phase of engagement in May & June 2016 where the public voiced support for the project and the benefits it will deliver in the local and wider area.

The Project Team has spoken regularly with key stakeholders to ensure that their concerns, along with any potential problems and constraints, have been identified and where possible addressed, prior to finalising the design and the subsequent planning application. For example:

YOU SAID	WE DID	
Include safe walking and cycling route	• All new roads will include cycle routes, remote from vehicle traffic where possible	
Concerns about traffic congestion	 Comprehensive Traffic Modelling assessment carried out Junctions at Abbotsinch Road and A8 Greenock Road have been designed to reduce vehicle congestion and improve safety for cyclists 	
Concerns about Wright Street bridge creating a 'rat run'	• Wright Street stopped up to prevent through route from bridge traffic and also facilitating the reduction of HGV traffic on residential streets	









Appendix D Responses to Comments Received During Pre-Application Consultation

Reference	Category	Feedback Received	Project Response
GAIA1 - 09	General Comments	Fully supportive of all proposals.	No action required.
GAIA1 - 07		Making it easier for people north & south of the river to cross is good. As long as there is good public transport links.	This appears to be a comment related to the CWRR project, however the project team have engaged with SPT and bus operators on the project and will continue to engage with them to encourage private sector bus operators to use the facilities for the benefit of the local communities. The remaining comments are covered by objectives of the GAIA project (as per GAIA1-10).
GAIA1 - 08		Excellent - bring on the jobs!	No action required.
GAIA1 - 10		This is a good idea, joining these areas & I am totally in favour of this project.	This is covered by objectives of the GAIA project including facilitating the creation of a world class business and commercial location around the airport and existing manufacturing centres in the heart of Renfrewshire. Its completion will also assist the continued growth and expansion of the airport and allowing existing business to grow and new business to be created.
GAIA1 - 11	_	Lovely development.	No action required.
GAIA1 - 12	-	It all looks great would not change anything.	No action required.
GAIA1 - 13		An interesting development opportunity around the airport	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 14		Will be good to see this completed.	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 15		Very good.	No action required.
GAIA1 - 16	_	Any investment will be good here. Great idea.	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 17		Seems lovely.	No action required.
GAIA1 - 18		It will only make things better for all concerned.	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 19		Everything proposed is a great improvement for the area.	As per GAIA1-10 above this is covered by objectives of the GAIA project.

GAIA1 - 21	This plan gets my approval.	No action required.
GAIA1 - 22	Long overdue & welcome.	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 24	Does not concern me personally should help work & workers.	As per GAIA1-10 above this is covered by objectives of the GAIA project.
GAIA1 - 25	Is there adequate flood protection? The land is level and beside the White Cart.	The road alignment has been been designed to take into account various environmental constraints including the risk of flooding.
GAIA1 - 27	Will all area have public wifi	The project team plan to commission a digital connectivity analysis for the GAIA project area. Outputs from this, together with emerging demand analysis being undertaken as part of the GAIA Development Steering Group (See GAIA1-23) will determine requirements such as public wi-fi.
GAIA1 - 29	What is to happen with football pitches that are currently well used	The current proposals allow for the existing football pitches to be retained albeit moved slightly north east of where they are located at present.
GAIA1 - 30	Consider peoples jobs	Realisation of the aims and objectives of the GAIA project will have a positive impact on employment opportunities.
GAIA1 - 31	It all looks so good on paper .but in my opinion i dont see it working there will be empty business's units all over the place and unsold properties the flats at braehead cant get sold	The current proposals put in place the infrastructure required to address issues such as connectivity deficits and make the area more attractive to developers. Market demand will determine the nature and scale of development that follows.
GAIA1 - 32	Would hope the predictions of employment uptake would take place but think the figure 10,000(?) is hugely optimistic. Warehousing, the main opportunity, does not employ many people. The whole area (at least in West Dunbartonshire) is littered with unfilled industrial estates and offices. Why build/supply more sites and detract from their chance of	The increased employment potential has been calculated using established methodology and is based on the potentially available floorspace for the types of development likely to locate attracted to an airport business park as advised by specialist land use consultants.

		being used. There is only a limited amount of new business about.	
GAIA1 - 01	Regeneration	The bridge would link two deprived areas, bringing work to the area, easier access for commuters. It can only be beneficial in the long run for businesses & communities.	This is covered by objectives of the GAIA project including facilitating the creation of a world class business and commercial location around the airport and existing manufacturing centres in the heart of Renfrewshire. Its completion will also assist the continued growth and expansion of the airport and allowing existing business to grow and new business to be created.
GAIA1 - 02		Again development of unused land. Job opportunities for both sides of river.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 03		Think this would be a great opportunity for residents to be able to get over to airport side easier than it is just now. Good opportunity for businesses to develop & create jobs.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 04		It's good for businesses & new businesses will come to the area.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 05		The under used area will greatly benefit and encourage jobs to the area.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 06		The presentation was very impressive. Hopefully the plans came to fruition and bring the areas much needed improvement.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 26		We have a wonderful location which will unleash a lot of renewed potential - this project ticks all the boxes. Nice to live, nice to work and good for health.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 20	-	Much needed development + opening up the area to many more local residents.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 23		Looks good for the future if it gets the right companies coming to this area	A masterplan has been completed and a steering group setup (which includes representatives from key stakeholders including Scottish Enterprise, Glasgow & Renfrewshire Chambers of Commerce) to help ensure the potential of this area is realised.

GAIA1 - 28		I am enormously enthusiastic about the project. I have every confidence that it will generate a significant and positive impact on the area.	As per GAIA1-01 above this is covered by objectives of the GAIA project.
GAIA1 - 34	Active Travel	Please consider cycle racks/storage at the airport.	At present the airport has parking for 66 bikes across the campus: St Andrew's Crescent - 4 bikes Car Park 1 - 10 bikes Admin Car Park - 10 bikes Staff Car Park - 42 bikes All parking spaces can be used by both staff and passengers.
GAIA1 - 35		Glad to see cycle paths prominent.	To help realise the areas potential, the GAIA project aims to deliver new and improved facilities for cyclists and pedestrians, including segregated and shared cycleway / footways which will link to the new active travel routes being delivered by both the GAIA and CWRR projects and Renfrewshire Council as part of their wider Active Travel Strategy.
GAIA1 - 36		Particularly keen on cycleways linking to the existing networks.	As per GAIA1-28 above this is covered by objectives of the GAIA project.
GAIA1 - 37		Somewhere new to go by bike.	As per GAIA1-28 above this is covered by objectives of the GAIA project.
GAIA1 - 38		Sounds a good idea and will provide more walking & cycling routes.	As per GAIA1-28 above this is covered by objectives of the GAIA project.
GAIA1 - 39		New cycle ways especially off road ones are a great idea, encouraging people to travel by bike.	As per GAIA1-28 above this is covered by objectives of the GAIA project.
GAIA1 - 40		Again a great plan especially still helping the environment with grassy areas and cycle routes.	As per GAIA1-28 above this is covered by objectives of the GAIA project.
GAIA1 - 41		Buses and cycle routes linking from Glasgow Airport as well as taxis and from Clydebank Area very promising indeed.	The project team have engaged with SPT and bus operators on the project and will continue to engage with them to encourage the private sector

			bus operators to use the facilities for the benefit of the local communities.
GAIA1 - 42		In general agreement. Presumably most active travellers to the airport will to go for work. People cycling to work prefer to do so as quickly as possible; circuitous routes are not helpful and are often ignored.	Significant stakeholder involvement in design of cycling infrastructure including representation from Sustrans.
GAIA1 - 58		This is generally a rally track for vehicles and is uninviting for pedestrians and cyclists. Various developments should bring more people voluntarily into the area. Dealing with the junction near the Bascule Bridge is to be applauded, particularly pedestrian + cycling bridge. The Wright St bridge will facilitate connection & contribute to the provision of long denied access to the White Cart.	Transformation in active travel opportunities is a core aim of the GAIA project, which is reflected in the provision of new off road cycleway and new shared footway/ cycleways on all new road and bridge infrastructure. Furthermore there will be a 30mph speed limit on the new realigned section of Abbotsinch Road.
GAIA1 - 43	Traffic	Good to divert traffic from Renfrew Town Centre!	Traffic modelling using established and proven methodology has been undertaken as part of the project development. The modelling outputs indicate that a significant proportion of the traffic which currently passes through Renfrew Town centre will use the new RNDR. This will free up road space for public transport and reduce congestion in the town centre.
GAIA1 - 44		My main concern was the traffic through Renfrew Town Centre. It looks as though the new roads should reduce traffic although I will wait patiently to see if that happens. I believe the bridge will greatly benefit Renfrew in the long term.	Traffic modelling using established and proven methodology has been undertaken as part of the project development. The modelling outputs indicate that a significant proportion of the traffic which currently passes through Renfrew Town centre will use the new RNDR. This will free up road space for public transport and reduce congestion in the town centre.
GAIA1 - 45		Concerns about imaged air traffic but is inevitable in this day and age.	Not considered to be a direct consequence of these infrastructure proposals.

GAIA1 - 46	Great news for Renfrew, traffic will hopefully be easier. Road to airport at present not ideal in future should be more suitable.
GAIA1 - 47	The new junction at Abbotsinch Bridge is much needed to help traffic move during peak times.
GAIA1 - 48	Again bus routes would be a good link to airport to stop congestion on M8 maybe people will use buses instead of there cars.
GAIA1 - 49	plus affecting the lives of people living in the Kirklandneuk area. Our lives are already blighted by noise from the airport and this can only get worse as the new roads and buildings come closer to our houses.The effect of the realigned road on noise levels in that area, including any mitigation measures which will be implemented, will be assessed as part of an Environmental Impact assessment and reported in the Environmental Statement.
GAIA1 - 33	As I stay in Erskine I consider it essential that a second bridge is built across the river Cart even if it was a one way bridge and the Bascule bridge could be one way east bound.

GAIA1 - 50		Having attended the recent public exhibition in Renfrew	Traffic modelling using established and proven
		Town Hall I was not reassured that Renfrew could cope with	methodology has been undertaken as part of the
		the increased traffic flow. For access for residents and to aid	project development. The modelling takes into
		traffic flow on Inchinnan Road in Renfrew the roundabout at	account all developments referred to in the local
		Argyle avenue should be moved or increased in size to	development plan and any other prospective
		include McClue road and North Lodge Rd. I do not believe	developments identified by local planning officers.
		that the traffic flow studies have taken into account the	The modelling outputs indicate that a significant
		increase in the number of houses that have been recently	proportion of the traffic which currently passes
		been built and are soon to be completed in Renfrew. The	through Renfrew Town centre will use the new
		traffic flow studies will also not considered, traffic is now	RNDR. This will free up road space for public
		reaching Renfrew quicker since the completion of works on	transport and reduce congestion in the town
		the M8/M74/M73. This is evident recently as Renfrew town	centre.
		centre and the M8 heading west has been grid locked at the	
		evening rush hour. Reliance on the Bascule bridge which is	With respect to the point about the Bascule Bridge,
		listed building also seems to be very short sighted. This	the constrained nature of the existing road
		bridge is also a bottle neck and an alternative built.	infrastructure either side of all of the bridges over
		Improvement of the Barnsford Road to a dual carriageway	the White & Black Cart rivers means that the
		into Erskine should also be under consideration. Inchinnan	construction of new river crossings would not
		Industrial estate was built with no consideration implications	result in any significant improvement in capacity or
		on traffic on local roads, this project has a similar look.	traffic flows.
GAIA1 - 51	Wildlife	Seem reasonable as long as change in river flow has no	Any effect on ecology and wildlife, including any
		impact on mud flats at the mouth of the Cart - important site	mitigation measures which will be implemented
		for wild fowl.	will be assessed as part of an Environmental Impact
			assessment and reported in the Environmental
			Statement.
GAIA1 - 52		The realignment of Abbotsinch Road is removing green fields	As GAIA1 – 51.
		as there are more roads and buildings for the airport in the	
		proposal. This has an effect on the wildlife	
GAIA1 - 53	Wright Street	No buses for Wright St	The Council did consider the construction of a
			bus/taxi-gate on Wright Street, but following a
			number of representations made at the Public
			Exhibitions and a lack of interest from bus

		companies, has removed the bus-gate from the planning application.
GAIA1 - 54	Happy with the project but would not want buses using Wright St.	As GAIA1 – 53.
GAIA1 - 55	As a resident of Wright St I would welcome the plan to make Wright St a cul-de-sac. I do not want access for buses and taxis. Installing a fire path would be a good idea. I am supportive if there are no buses/taxis.	As GAIA1 – 53.
GAIA1 - 56	As a resident of Wright St I am aware that historically heavy traffic has caused significant structural damage to houses on the street. I would therefore advise that no HGV's, buses or taxis be allowed to use as a throughway, road should be blocked. Also people already use street for parking to access airport so a permit scheme should be set up.	A point closure order is proposed for Wright Street to the west of the Houston Bottling Company, in order to encourage east-west vehicles to utilise the new Wright Street Link. All traffic, including HGV's, taxis, buses and cars will be prevented by order from accessing Wright St (West) via Wright St (East) and vice versa. The Council did consider the construction of a bus/taxi-gate on Wright Street, but following a number of representations made at the Public Exhibitions and a lack of interest from bus companies, has removed the bus-gate from the planning application. The Council has no plans at present to implement a residents only parking scheme on Wright Street (West), however that decision will be kept under review following opening of the new bridge.
GAIA1 - 57	While I generally welcome these proposals, I have a concern about traffic on Wright Street. I feel that it is essential that every possible action is taken to ensure that no through traffic is permitted on Wright St (other than emergency vehicles).	As GAIA1 – 56.
GAIA1 - 59	Concern about how traffic prevented from using the bridge at Wright st to go down Wright st to the m8	The following response assumes that the concern raised refers to the possibility of "rat-running" through Wright St.

		A point closure order is proposed for Wright Street to the west of the Houston Bottling Company, in order to encourage east-west vehicles to utilise the new Wright Street Link. All traffic, including HGV's, taxis, buses and cars will be prevented by order from accessing Wright St (West) via Wright St (East) and vice versa.
GAIA1 - 60	I have great concerns over the erection of a bridge at the end of a residential road. I would like further information on how Wright street will be closed to through traffic. Will there be a solid barrier? I cannot answer the question below until I have my questions answered.	As GAIA1 – 56.

APPENDIX G PLANNING PERMISSION

(Paragraphs 4.10 and 7.1)

[Blank Page – Document can be found on following pages]

Ref. 17/0485/PP

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DECISION NOTICE

Town and Country Planning (Scotland) Act 1997 Planning etc. (Scotland) Act 2006 Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

TO

Renfrewshire Council Development Planning, Development & Housing Servic Renfrewshire House Cotton Street Paisley PA1 1JD

With reference to your application registered on 05/07/2017 for Planning Consent for the following development:-

PROPOSAL

The realignment of Abbotsinch Road, the construction of a bridge over the White Cart Water and the construction of cycleways, associated landscaping and ancillary infrastructure, and the stopping-up of consequential redundant sections of roads, footpaths and accesses.

LOCATION

Glasgow Airport Investment Area, Abbotsinch Road, Paisley

DECISION

The Council in exercise of their powers under the above Acts and Orders, having considered the above proposal, the plans endorsed as relating to it and the particulars given in the above application hereby:-

GRANT Planning Consent subject to the conditions listed on the reverse/paper apart.

PLANS AND DRAWINGS

The plans and drawings relative to this permission are those identified in the Schedule of Plans/Drawings attached as a paper apart and forming part of this Decision Notice.

NOTE: It should be understood that this permission does not carry with it any necessary consent or approval for the proposed development under any other statutory enactments, for example Building (Scotland) Acts, Roads (Scotland) Act 1984 etc.

Dated 08/11/17 Signed

Head of Planning and Development

S.

PAPER APART

TERMS AND CONDITIONS

1 Reason for Decision

The proposal accords with the provisions of the Development Plan and there were no material considerations which outweighed the presumption in favour of development according with the Development Plan. The mitigation measures set out in the Environmental Impact Assessment are considered to satisfactorily address any potential impacts arising from the proposals.

2

The development shall be carried out strictly in accordance with the general mitigation measures for ecology and nature conservation and the specific measures

- for otters detailed in the Schedule of Mitigation in Chapter 14 of the Glasgow Airport Investment Area (GAIA) Environmental Statement (Sweco - July 2017) measures ENC1 to ENC10 and ENC29 to ENC35;
- for barn owl detailed in the Schedule of Mitigation in Chapter 14 of the Glasgow Airport Investment Area (GAIA) Environmental Statement (Sweco - July 2017) measures ENC37 to ENC39;
- for fresh water migratory fish detailed in the Schedule of Mitigation in Chapter 14 of the Glasgow Airport Investment Area (GAIA) Environmental Statement (Sweco - July 2017) - measure ENC36; and
- for badger detailed in the Schedule of Mitigation in Chapter 14 of the Glasgow Airport Investment Area (GAIA) Environmental Statement (Sweco - July 2017) measures ENC1 to ENC10.

Reason: In the interests of the nature conservation and ecology of the site and to ensure that the development remains consistent with the supporting Environmental Statement.

3 Site clearance and demolition works shall be undertaken outwith the bird breeding season (April to August inclusive) where possible. Should this not be possible, during the breeding season a suitably qualified ecologist shall be appointed to oversee construction activities and search the site for breeding and nesting birds immediately prior to clearance and earthworks. Should a nest be recorded, a suitable working buffer shall be put in place until young have successfully fledged the nest.

Reason: In the interests of nature conservation and the ecology of the site.

4

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No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority.

Reason: To ensure that any sensitive archaeological remains or artefacts, affected by the proposed development, can be adequately recovered or recorded and to ensure that the development remains consistent with the supporting Environmental Statement.

5 That prior to any works commencing on the portion of Wright Street which lies within the boundaries of the application site hereby approved, full details shall be submitted for the written approval of the Planning Authority to demonstrate that access arrangements can be maintained to any immediately adjoining land which may enjoy pre-existing rights for business and industrial/commercial uses. The details shall demonstrate the means of access from the adjoining land to the public highway. Following approval of these details, the land shall thereafter be preserved in such a manner as to ensure that the access details shall be capable of implementation to a design which accords with the SCOTS National Roads Development Guide, August 2015. For the avoidance of doubt, the details shall be designed in such a manner which shall preclude residential access being taken west of the indicative point closure (to prevent residential traffic travelling west along Wright Street/Wright Street bridge); and shall be designed in such a manner which shall preclude industrial/business and/or commercial access being taken east of the indicative point closure (to prevent industrial/commercial traffic travelling east along Wright Street through the predominantly residential area).

Reason: To ensure that the adjoining land is not unreasonably denied access for pre-existing use rights/activities or for development may be approved through application to and the permission of the Planning Authority and which accords with the Adopted Renfrewshire Local Development Plan; in the interests of traffic safety; to protect the residential amenity of existing houses on Wright Street; and in the interests of the proper planning of the wider area.

Prior to commencement of works on site, a plan sub-dividing the site into defined phases of development for the purposes of land contamination assessment and remediation shall be issued for the written approval of the Planning Authority. Thereafter, all works shall be undertaken in accordance with the approved plan.

Reason: To ensure that the ground is suitable for the proposed development.

6

No development shall commence within a relevant phase of the development until written approval of:

a) a Site Investigation report (characterising the nature and extent of any soil, water and gas contamination within the relevant phase of the development); and, if remedial works are recommended therein,

b) a Remediation Strategy and Implementation Plan identifying the proposed methods for implementing all remedial recommendations contained with the site investigation report,

prepared in accordance with current authoritative technical guidance, has been provided by the Planning Authority.

Reason: To ensure that the ground is suitable for the proposed development.

8

7

Prior to the placement of the final wearing course on the carriageway within a relevant phase of the development ;

a) a Verification Report confirming completion of the works specified within the approved Remediation Strategy and Implementation Plan for that phase of the development; or

b) where remediation works are not required but soils are to be imported to site, a Verification Report confirming imported materials are suitable for use within that phase of the development

shall be submitted to the Planning Authority and approved in writing.

Reason: To ensure that the ground is suitable for the proposed development.

9 No works shall commence on site until the applicant has produced a Construction Environmental Management Plan which has been submitted to, and approved in writing by, the Planning Authority. The plan shall set out how potential dust arising during development of the site will be managed to prevent or minimise emissions during these works. The plan shall take cognisance of the Institute of Air Quality Management (IAQM) 2014 document 'Guidance on the Assessment of Dust from Demolition and Construction' in assessing dust impact risk and where necessary identify appropriate mitigation measures.

Reason: In the interest of amenity and to ensure that any air quality issues are appropriately mitigated.

Page: 5 Renfrewshire Council

10 No development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.aoa.org.uk/publications/safeguarding.asp). Thes details shall include:

The species, number and spacing of trees and shrubs.

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

11 Before development commences details of the permanent lighting scheme for the development shall be submitted to the Planning Authority for their written approval in consultation with Glasgow Airport. The approved lighting scheme is to be implemented as approved and no subsequent alterations shall take place unless first submitted to and approved in writing by the Planning Authority in consultation with Glasgow Airport.

Reason: It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Glasgow Airport; and, to ensure lighting columns do not exceed a height where they will penetrate the Obstacle limitation Surface (OLS) surrounding Glasgow Airport and endanger the movements of aircraft and the safe operation of the aerodrome.

12 That all of the actions set out in the Glasgow Airport Investment Area Environmental Impact Assessment Volume 3 (Environmental Effect of Glasgow Airport Investment Area) Chapter 14 Schedule of Mitigaton Table V3 04.1 shall be implemented in full.

Reason: To manage the potential impacts and effects of the proposed development and to ensure that the necessary mitigation is carried out.

Note: This decision notice includes conditions which are suspensive in nature. Should development commence without compliance with these suspensive conditions, the development will be unauthorised and the Council, as planning authority, is entitled to take enforcement action under Part VI of the Town and Country Planning (Scotland) Act 1997.

Notification of initiation of development

Notice under Section 27A(1) Town and Country Planning (Scotland) Act 1997

1. A person who intends to carry out development for which planning permission has been given must, as soon as practicable after deciding on a date on which to initiate the development and in any event before commencing the

development, give notice to the planning authority as to that date.

2. The notice to be given in accordance with section 27A(1) of the Act by a person intending to carry out development must-

(a) include the full name and address of the person intending to carry out the development;
(b) state if that person is the owner of the land to which the development relates and if that person is not the owner provide the full name and address of the owner;

(c) where a person is, or is to be, appointed to oversee the carrying out of the development on site, include the name of that person and details of how that person may be contacted; and
(d) include the date of issue and reference number of the notice of the decision to grant planning permission for such development.

3. Your attention is drawn to Section 123(1) of the Town and Country Planning (Scotland) Act 1997 set out below.

"123 Expressions used in connection with enforcement

(1) For the purposes of this Act-

(a) carrying out development without the required planning permission, or

(b) failing to comply with any condition or limitation subject to which planning permission has been granted, or

(c) initiating development without giving notice in accordance with section 27A(1) of this Act, or

(d) carrying out development without displaying a notice in accordance with section 27C(1) of this Act constitutes a breach of planning control."

NB Failure to comply with the requirements of this Notice constitutes a breach of planning control.

Attention is also drawn to Sections 27B & C of the Town and Country Planning (Scotland) Act 1997 as set out below:

"27B Notification of completion of development

(1) A person who completes development for which planning permission has been given must, as soon as practicable after doing so, give notice of completion to the planning authority.

(2) If an application to a planning authority for planning permission discloses, in the opinion of the authority, that the development in question is to be carried out in phases then any such permission granted is to be granted subject to a condition, imposed under section 37(1)(a) in respect of each phase except the last (notice of the completion of which is to be given under subsection (1)), that as soon as practicable after the phase is completed the person carrying out the development is to give notice of that completion to the planning authority

"27C (1) Display of notice while development is carried out

(1) A person carrying out development of a prescribed class must until the

development is completed display a notice containing prescribed information."

The development hereby approved falls within such a category and the notice displayed in accordance with section 27C (1) of the Act-

(a) is to be in the form set out in the Schedule 7 and completed in accordance with the notes

to that Schedule (see extract below); and

(b) must be-

(i) displayed in a prominent place at or in the vicinity of the site of the development;

- (ii) readily visible to the public; and
- (iii) printed on durable material.

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SCHEDULE 7: Regulation 38 Form of notice to be displayed while development in progress

NOTICE

Development at [Note 1].

Notice is hereby given that planning permission has been granted subject to conditions [Note 2] to [Note 3] on [Note 4] by [Note 5].

The development comprises [Note 6].

Further information regarding the planning permission including the conditions, if any, on which it has been granted can be obtained at all reasonable hours at Renfrewshire Council, Development and Housing Services, Renfrewshire House, Cotton Street, Paisley PA1 1JD (Tel 0300 3000 144) or at www.renfrewshire.gov.uk

Notes

Note 1 – Insert address or describe the location of development.

Note 2 - Delete "subject to conditions" if the planning permission is not subject to any conditions.

Note 3 - Insert name and address of developer.

Note 4 - Insert date on which planning permission granted.

Note 5 – Insert planning authority or Scottish Ministers and reference number on the decision this decision notice.

Note 6 - Insert description of development.

NB Failure to comply with the requirements of this Notice constitutes a breach of planning control.

Advisory regarding the Duration of Planning Permission in Principle, Planning Permission and Listed Building Consent.

The following is advisory only and developers should satisfy themselves by reference to the relevant legislation if they are in any doubt regarding the duration of the permission.

Planning Permission in Principle - Section 59 of the Town and Country Planning (Scotland) Act 1997 generally specifies that an application for approval of matters specified in conditions (requisite approval) must be made before the latest of (i) the expiration of 3 years from the date of grant of permission; (ii) the expiration of 6 months from the date an application for the requisite approval was refused; and (iii) the expiration of 6 months

from the date on which an appeal against such refusal was dismissed. A planning permission in principle generally lapses on the expiration of 2 years from the date of the requisite approval being obtained unless the development to which the permission relates is begun before that expiration.

Planning Permission and Listed Building Consent - Sections 58(1) and (3) of the Town and Country Planning (Scotland) Act 1997 generally specify that planning permission and listed building consent will expire after 3 years from the date on which it is granted unless the development to which it relates has been started, or that a different period has been specified in any condition attached to the permission.

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TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning Act (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to the Directorate for Planning and Environmental Appeals, 4 The Courtyard, Callendar Business Park, Falkirk, FK1 1XR.

A copy of any notice of appeal should at the same time be sent to the Director of Development and Housing Services, Renfrewshire Council, Cotton Street, Paisley, PA1 1JD.

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Applicant	Renfrewshire Council	Ref. No: 17/0485/PP
Site: Abbotsinc	Glasgow Airport Investment Area, h Road, Paisley	Officer: David X Bryce

Plans to be stamped

Drawing Number	Drawing Title	Paper & Anite Set (Officer)	Stamped (Admin)	Stamped on anite (Admin)
	1	~	~	1
117084-SWECO-H DG-E-DR-D-40001 Rev P01.1	Abbotsinch Road Cycleway Link Drainage Network Plan			~
117084-SWECO-H DG-A-DR-D-40001 Rev P01.1	Abbotsinch Road Realignment Drainage Network Plan (Sheet 1 of 2)			1
117084-SWECO-H DG-A-DR-D-40002 Rev P01.1	Abbotsinch Road Realignment Drainage Network Plan (Sheet 2 of 2)			V
117084-SWECO-H DG-C-DR-D-40002 Rev P01.1	Wright Street Link Drainage Network Plan			V
117084-SWECO-H DG-00-DR-D-40001 Rev P01.1	Drainage Typical Details			V
117084-SWECO-EL S-A-DR-L-40001 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 1 of 9)			V
117084-SWECO-EL S-A-DR-L-40002 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 2 of 9)			V
117084-SWECO-EL S-A-DR-L-40003 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 3 of 9)			V
117084-SWECO-EL S-A-DR-L-40004 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 4 of 9)			V
117084-SWECO-EL S-A-DR-L-40005 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 5 of 9)			V
117084-SWECO-EL S-A-DR-L-4006 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 6 of 9)			V
117084-SWECO-EL S-A-DR-L-4007 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 7 of 9)			V
117084-SWECO-EL S-A-DR-L-40008 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 8 of 9)			~

117084-SWECO-EL S-A-DR-L-40009 Rev P01.2	Abbotsinch Road Realignment Indicative Landscape Layout (Sheet 9 of 9)	V
117084-SWECO-EL S-C-DR-L-40001 Rev P01.2	Wright Street Link Indicative Landscape Layout (Sheet 1 of 3)	L
117084-SWECO-EL S-C-DR-L-40002 Rev P01.2	Wright Street Link Indicative Landscape Layout (Sheet 2 of 3)	r
117084-SWECO-EL S-C-DR-L-40003 Rev P01.2	Wright Street Link Indicative Landscape Layout (Sheet 3 of 3)	Y
117084-SWECO-H SR-A-DR-D-40001 Rev P01.2	Abbotsinch - Emergency Rendezvous - S and N Access	L
117084-SWECO-H ML-E-DR-D-40001 Rev P01.2	Abbotsinch Road Cycleway Link - Plan and Profile - 1 of 3	V
117084-SWECO-H ML-E-DR-D-40002 Rev P01.2	Abbotsinch Road Cycleway Link - Plan and Profile - 2 of 3	V
117084-SWECO-H ML-E-DR-D-40003 Rev P01.2	Abbotsinch Road Cycleway Link - Plan and Profile - 3 of 3	V
117084-SWECO-H ML-A-DR-D-40001 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 1 of 9	V
117084-SWECO-H ML-A-DR-D-40002 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 2 of 9	v
117084-SWECO-H ML-A-DR-D-40003 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 3 of 9	L
117084-SWECO-H ML-A-DR-D-40004 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 4 of 9	L
117084-SWECO-H ML-A-DR-D-40005 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 5 of 9	L
117084-SWECO-H ML-A-DR-D-40006 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 6 of 9	L
117084-SWECO-H ML-A-DR-D-40007 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 7 of 9	V
117084-SWECO-H ML-A-DR-D-40008 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 8 of 9	r
117084-SWECO-H ML-A-DR-D-40009 Rev P01.2	Abbotsinch Road Realignment - Plan and Profile - 9 of 9	V
117084-SWECO-H SR-A-DR-D-40002 Rev P01.2	Abbotsinch Road Realignment - Side Road and Access Profiles	~
117084-SWECO-H GN-00-DR-D-40004 Rev P01.5	GAIA - General Layout Plan - 1 of 2	V
117084-SWECO-H GN-00-DR-D-40005 Rev P01.4	GAIA - General Layout Plan - 2 of 2	

117084-SWECO-H GN-00-DR-D-40001 Rev P01.3	GAIA - Planning Application - Location Plan	V
117084-SWECO-H GN-00-DR-D-40003 Rev P01.1	GAIA - Typical Cross Sections	~
117084-SWECO-H ML-C-DR-D-40001 Rev P01.3	Wright Street Link - Plan and Profile - 1 of 3	-
117084-SWECO-H ML-C-DR-D-40002 Rev P01.3	Wright Street Link - Plan and Profile - 2 of 3	
117084-SWECO-H ML-C-DR-D-40003 Rev P01.2	Wright Street Link - Plan and Profile - 3 of 3	
117084-SWECO-H SR-C-DR-D-40001 Rev P01.1	Wright Street Link - Side Road and Access Profiles	V
117084-SWECO-SB R-I-DR-S-41000 Rev P01.5	Black Cart Cycleway Bridge - General Arrangement	
117084-SWECO-S GN-00-DR-S-40000 Rev P01.6	Structures Reference Plan - Planning	
117084-SWECO-SB R-I-DR-S-41000 Rev P01.5	White Cart Bridge - Wingwall Realignment - Location Plan	V
117084-SWECO-S RW-A-DR-S-41001 Rev P01.3	White Cart Bridge - Wingwall Realignment General	V

Officers Initials: DXB

Admin Initials:

Checked by : _

RENFE	REWSHIRE COUNCIL
<u>Town a</u>	nd Country Planning (Scotland) Act 1997
Application	No. 17/0485/PP
APPROVED on Signed by	1 8 NOV 2017
It should be unders any approval which	nfrewshire Council lood that the planning permission does not carry with it may be necessary under the Boilding (Scotland) Act or any other enactment.

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