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

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**THE RENFREWSHIRE COUNCIL**

**ROADS (SCOTLAND) ACT 1984**

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

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10 December 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 Two) 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 the Circular, 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 This compulsory purchase order relates to the acquisition of land required for the construction of a new shared footway and cycleway between the realigned Abbotsinch Road and Greenock Road via a new pedestrian / cycle bridge over the Black Cart Water, together with associated landscaping and ancillary infrastructure, to be known as the Black Cart Cycleway (“**the Scheme**”). The specific aim of the Scheme is the improvement of safety for cyclists and pedestrians around the existing bridges in the vicinity of the Greenock Road/Inchinnan Road/Abbotsinch Road junction, which, in turn, will improve traffic flows on the surrounding road bridges.

1.4 The Scheme is being funded as part of the Glasgow City Region (GCR) City Deal projects, including the Glasgow Airport Investment Area project (“**GAIA**”). The strategic objective of the GCR projects is to create the optimum set of conditions for attracting future development investment and employment to the area. Whilst linked to the remaining City Deal projects, the Scheme forms a discrete project in its own right and is not inter-dependent on the remaining City Deal projects.

1.5 The over-arching GCR City Deal will deliver a range of projects which will enable economic growth to take place 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 area 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.

1.6 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.

1.7 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:

- Improved operation of the Greenock Road / Abbotsinch Road junction;
- Safer linked cycleways / footways;
- Contribution to a reduction in greenhouse gas emissions from vehicles.

1.8 The Scheme infrastructure is designed to connect to the planned internationally recognised district for innovation, research and manufacturing – The Advanced Manufacturing Innovation District Scotland (AMIDS). The enabling infrastructure has already been successful and attracted major investments with the National Manufacturing Institute for Scotland (NMIS) confirmed as the anchor, the Lightweight Manufacturing Centre (LMC) as an early phase of NMIS and the Medicines Manufacturing Innovation Centre for the UK (MMIC).

1.9 Important drivers in terms of attracting this inward investment and enhancing the image and reputation of the area are the proposals for new active travel routes aimed at encouraging alternative, sustainable modes of transport in order to reduce congestion on the surrounding road network.

1.10 The cycleway and bridge comprising the Scheme have been designed with assistance from Sustrans where appropriate and in accordance with the following technical standards: The Design Manual for Roads and Bridges (DMRB); Renfrewshire Council's Guidelines for Development Roads; Designing Streets; Cycling by Design; and SUDS for Roads. The planning application for the Scheme (Ref: 18/0483/PP), which was granted consent on 22 August 2018, comprises the construction of a new shared footway and cycleway between the realigned Abbotsinch Road and Greenock Road via a new pedestrian / cycle bridge over the Black Cart Water, together with associated landscaping and ancillary infrastructure.

1.11 The Scheme will improve sustainable alternatives routes for active travel between the major employment centre created by AMIDS (including NMIS, MMIC and LMC) and existing employment locations at Westway Business Park. It will also provide new active travel links to the Clyde Waterfront and Renfrew Riverside

(CWRR) project infrastructure which in turn will link to densely populated residential areas such as Renfrew, Paisley, and Clydebank, offering a genuine alternative to car travel.

1.12 The land required for this infrastructure (the Black Cart Cycleway) is the subject of this Order, namely: THE RENFREWSHIRE COUNCIL (GLASGOW AIRPORT INVESTMENT AREA, CITY DEAL) (NUMBER TWO) COMPULSORY PURCHASE ORDER 2018.

## **2. ENABLING POWER AND PURPOSE OF THE ACQUISITION**

### **PURPOSE**

2.1 The primary purpose of the Scheme is to provide a new and safe route for pedestrians and cyclists accessing the employment at the new AMIDS development site travelling between Paisley (Abbotsinch Road) and Renfrew (Inchinnan Road) or Inchinnan / Erskine (Greenock Road).

2.2 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 a new segregated pedestrian / cycle bridge over the Black Cart Water with associated landscaping and ancillary infrastructure, all as detailed below. The new bridge will improve safety for cyclists and pedestrians around the existing bridges and improve traffic flows by removing cyclist and pedestrians from the main traffic flow on the surrounding busy road bridges. The cycleway / footway will run parallel to Greenock Road between Abbotsinch Road and a point adjacent to the airport runway landing lights, and, together with the new pedestrian / cycle bridge over the Black Cart Water, will link with the new segregated cycling infrastructure leading along Abbotsinch Road to Glasgow Airport, (which will be constructed under the GAIA City Deal infrastructure contract). The new Cycleway Bridge may also provide a conduit for bringing utility services into the AMIDS development at the Netherton Farm site.

2.3 It is necessary to acquire land in order to form the Scheme works as follows:

- A new dedicated cycle/pedestrian bridge over the Black Cart Water connecting the footpath at the south end of the A8 Greenock Road with new footpaths and cycleways forming part of the realigned Abbotsinch Road;
- Associated landscaping and infrastructure including a new toucan crossing, new speed indication displays, traffic calming measures and a compensatory flood storage area.

### **POWERS**

2.4 Renfrewshire Council is the local Roads Authority and intends to use its powers under section 20 of The Roads (Scotland) Act 1984 to construct the new bridge, shared footway/ cycleway and associated infrastructure including the new toucan crossing, new speed indication displays, traffic calming measures and a compensatory flood storage area

2.5 The Order is being promoted in terms of the powers contained in the Roads (Scotland) Act 1984, namely:

- Section 103, which provides that any power under the 1984 Act to acquire land may be exercised compulsorily or by agreement, subject to any express provision in the Act to the contrary;
- Section 104, which enables a roads authority to acquire land required in connection with the construction or improvement of a public road;
- Section 106, which enables a roads authority to acquire land for the purpose of mitigating any adverse effect which the existence or use of a road constructed or improved by them, or proposed to be constructed or improved by them, has or will have on the surroundings of the road; and
- Section 110, which sets out the general provisions as to acquisition of land under the Act and provides that any power to acquire land compulsorily by Sections 104 to 107 of the Roads (Scotland) Act 1984 shall include a power to acquire a servitude over land by the creation of a new right.

2.6 In terms of section 151(1) of the Roads (Scotland) Act 1984, a “road” is defined as “any way (other than a waterway) over which there is a public right of passage..” and includes “any bridge.. over which.. the road passes..”. In terms of section 151 (2) of the 1984 Act, for the purpose of the Act, where the public right of passage over a road is by foot only, if it is associated with a carriageway, it will be a footway; and if the public right of passage is by pedal cycle only, or by pedal cycle and foot only, the road will be a cycle track. The aforementioned powers therefore apply to the proposed works comprised in the Scheme, being works to construct a new cycle track, footway and pedestrian/ cycle bridge.

2.7 Consideration was given to using The Town and Country Planning (Scotland) Act 1997 powers to assemble the land necessary for the Scheme. However, the Council considered that as the the Scheme relates specifically to the construction of a footway, cycleway and pedestrian/ cycle bridge, the powers contained in the Roads (Scotland) Act 1984 would be the most specific and appropriate powers available for the purpose. The Scheme also requires the acquisition of servitudes and temporary rights, which can be achieved in terms of Section 110 of the Roads (Scotland) Act 1984, but not under The Town and Country Planning (Scotland) Act 1997. The Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 (“the 1947 Act”) sets out the process for compulsory acquisition and therefore applies to the Order. The acquiring authority is Renfrewshire Council.

2.8 The making of the Order is consistent with the Guidance provided in the Scottish Government circular 6/2011: Compulsory Purchase Orders.

2.9 The Council’s Infrastructure, Land and Environment Board of 30 May 2018 approved the recommendation to proceed with all stages of the Compulsory Purchase Process (see Appendix E).

### **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 south by Abbotsinch Road, to the east by Greenock Road, to the west by the site of the former All Hallows Church and to the north by Glasgow Airport operational land. In addition a small section of farmland is located to the east of Greenock Road.

3.2 The plots of land covered by the Order are generally small areas of unused scrubland/woodland. In the light of both the scale of the land being acquired and the current use, the acquisition is not anticipated to have significant impact on current owners or occupiers, identified and described below. In relation to Plot 42 which consists of a strip of arable farmland at the edge of a field, the strip of land being acquired has been kept to the minimum necessary to provide a safe turning radius for cyclists at the new toucan crossing point and comprises a very small proportion of the available farmland.

3.3 The Council is also seeking to acquire new rights over land, comprising temporary rights of access and a permanent servitude right of access. In relation to the temporary rights of access (affecting Plots 12B, 12C, 12D, 12E, 14C and 43), these are required for construction purposes as explained in the table below. The permanent right of access (affecting Plot 12A), is required for the purpose of forming and maintaining a compensatory flood storage area. This is required as the construction of the bridge will alter the contours of the riverbank which would, if left unaltered, result in the river finding alternative areas for excess water. The Scheme therefore includes a replacement (compensatory) flooding area, where the riverbank will be altered to ensure this the first area occupied by flood water.

3.4 A section of an access track leading from the west side of Greenock Road to the site of the former All Hallows Church is also to be acquired (Plot 13 on Land Interest Plan No. 7-see Appendix B), with temporary rights of access for construction purposes (Plot 14C on Land Interest Plan No. 7). There are a number of parties who currently have access rights over the access track. The rights of those parties will be unaffected and will not be altered or extinguished as a result of the CPO. The CPO contains provision that the registration of a conveyance as defined in section 106 (5) of the Title Conditions (Scotland) Act 2003 in implement of the CPO, will not extinguish real burdens or servitudes relating to the access track.

3.5 Brief details are provided in the table below of the relevant development plan policies and community council areas in relation to the land being acquired. Further information on the development plan policies applicable to the Scheme is given in section 7 below (“The Planning Position”):

## LAND COMPRISED IN THE ORDER

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	Community Council  Local Development Plan
11C	All and Whole 889 square metres or thereby of undeveloped grass land lying immediately to the west of Greenock Road, Renfrew, approximately 240m from the junction of Greenock Road and Abbotsinch Road shown delineated in red, coloured pink and numbered "11C" on the Map, forming part of the subjects registered in the Land Register of Scotland under Title Number REN119822;	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt
11E	All and Whole 638 square metres or thereby of undeveloped woodland lying immediately to the west of Greenock Road, Renfrew, approximately 190m from the junction of Greenock Road and Abbotsinch Road shown delineated in red, coloured pink and numbered "11E" on the Map, forming part of the subjects registered in the Land Register of Scotland under Title Number REN119822;	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt



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	Community Council  Local Development Plan
11F	All and Whole 1,893 square metres or thereby of undeveloped grass land lying immediately to the west of Greenock Road, Renfrew, and bounded on the south by the Black Cart Water shown delineated in red, coloured pink and numbered "11F" on the Map, forming part of the subjects registered in the Land Register of Scotland under Title Number REN119822;	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt & Local Designation SINC
11G	All and Whole 737 square metres or thereby of undeveloped woodland lying immediately to the west of Greenock Road, Renfrew, at the junction of Greenock Road and Abbotsinch Road and bounded on the north by the Black Cart Water shown delineated in red, coloured pink and numbered "11G" on the Map, forming part of the subjects registered in the Land Register of Scotland under Title Number REN119822;	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Construction of a new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Paisley North Community Council  E5 Glasgow Airport
12A	A heritable and irredeemable servitude right over 3,643 square metres or thereby of undeveloped woodland, to the north of Abbotsinch Road, Paisley approximately 140m from the junction of Abbotsinch Road and Greenock Road, and bounded on the north by	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Formation and maintenance of compensatory flood storage area necessitated by the proposed new cycleway/footpath	Paisley North Community Council  E5 Glasgow Airport

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	Community Council  Local Development Plan
	the Black Cart Water shown delineated in red, coloured blue and numbered "12A" on the Map (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 forming and maintaining a compensatory flood storage area, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.			construction	
12B	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plots 11G and 12A (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 22 August 2018 under reference 18/0483/PP, over 1,148 square metres or thereby of undeveloped woodland located on the north side of Abbotsinch Road, Paisley approximately 50m	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Access to facilitate the construction of the new cycleway and associated compensatory flood storage area	Paisley North Community Council  E5 Glasgow Airport

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	Community Council  Local Development Plan
	from the junction with Greenock Road and bounded on the north by the Black Cart Water shown delineated in red, coloured green and numbered "12B" on the Map (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 cycleway / footway, bridge and associated compensatory flood storage area, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.				
12C	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 11F (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 22 August 2018 under reference 18/0483/PP, over 101 square metres or thereby of undeveloped grass land located to the west of plot 11F and to the west of Greenock Road, Renfrew shown delineated in red, coloured green and numbered	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Access to facilitate the construction of the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt & Local Designation SINC

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	Community Council  Local Development Plan
	<p>“12C” on the Map (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 cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.</p>				
12D	<p>A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 11E (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 22 August 2018 under reference 18/0483/PP, over 226 square metres or thereby of undeveloped woodland located to the west of plot 11E and to the west of Greenock Road, Renfrew shown delineated in red, coloured green and numbered “12D” on the Map (which subjects are for the purposes of this servitude right hereby</p>	<p>Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW</p>	<p>Owner</p>	<p>Access to facilitate the construction of the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping</p>	<p>Inchinnan Community Council  ENV 1 Green Belt</p>

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	Community Council  Local Development Plan
	nominated and identified as, the burdened property) for the purpose of constructing constructing the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping, as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.				
12E	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 11C (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 22 August 2018 under reference 18/0483/PP, over 353 square metres or thereby of undeveloped woodland located to the west of plot 11C and to the west of Greenock Road, Renfrew shown delineated in red, coloured green and numbered "12E" on the Map (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of constructing the	Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW	Owner	Access to facilitate the construction of the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt

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	Community Council  Local Development Plan
	new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping as the said burdened property forms part of the subjects registered in the Land Register of Scotland under said Title Number REN119822.				
13	All and Whole 116 square metres or thereby of access track on the west side of Greenock Road, Renfrew providing access to the site of the former All Hallows church, shown delineated in red, coloured pink and numbered "13" on the Map 1, forming part and portion of ALL and WHOLE the lands and others known by the general name Blythswood lying <u>inter alia</u> in the former Parish of Inchinnan and County of Renfrew and more particularly described in the Disposition and Deed of Entail granted by Sir Archibald Campbell Campbell of Blythswood (afterwards first Baron Blythswood) in favour of himself and the other heirs of entail therein mentioned dated 2 <sup>nd</sup> July and recorded <u>inter alia</u> in the Division of the General Register of Sasines applicable to the County of Renfrew for publication on 24 <sup>th</sup> October, both in the year 1887 and registered in the Books of Council and	Trustees of Blythswood Estates c/o Anderson Strathern Solicitors George House 50 George Square Glasgow G2 1EH	Owner  Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW  The Church of Scotland General Trustees 121 George Street Edinburgh EH2 4YN	Construction of a new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt

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	Community Council  Local Development Plan
	Session for preservation on the 5 <sup>th</sup> May, 1903.		<p>Mr Peter &amp; Mrs Agnes Johnson <b>Address redacted</b></p> <p>Mrs Grace Johnson <b>Address redacted</b></p> <p>Mr. John Ritchie <b>Address redacted</b></p>		
14C	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 13 (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 21 <sup>st</sup> August 2018 under reference 18/0483/PP, over 70 square metres or thereby of access track on the west side of Greenock Road, Renfrew providing	Trustees of Blythswood Estates c/o Anderson Strathern Solicitors George House 50 George Square Glasgow G2 1EH	<p>Owner</p> <p>Glasgow Airport Limited St Andrews Drive Glasgow Airport Paisley PA3 2SW</p> <p>The Church of Scotland</p>	Access to facilitate the construction of the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	<p>Inchinnan Community Council</p> <p>ENV 1 Green Belt</p>

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	Community Council Local Development Plan
	<p>access to the site of the former All Hallows church, shown delineated in red, coloured green and numbered "14C" on the Map (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 and portion of ALL and WHOLE the lands and others known by the general name Blythswood lying <u>inter alia</u> in the former Parish of Inchinnan and County of Renfrew and more particularly described in the Disposition and Deed of Entail granted by Sir Archibald Campbell Campbell of Blythswood (afterwards first Baron Blythswood) in favour of himself and the other heirs of entail therein mentioned dated 2<sup>nd</sup> July and recorded <u>inter alia</u> in the Division of the General Register of Sasines applicable to the County of Renfrew for publication on 24<sup>th</sup> October, both in the year 1887 and registered in the Books of Council and Session for preservation on the 5<sup>th</sup> May, 1903.</p>		<p>General Trustees 121 George Street Edinburgh EH2 4YN</p> <p>Mr Peter &amp; Mrs Agnes Johnson <b>Address redacted</b></p> <p>Mrs Grace Johnson <b>Address redacted</b></p> <p>Mr John Ritchie <b>Address redacted</b></p>		



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	Community Council  Local Development Plan
42	All and Whole 137 square metres or thereby of farmland on the east side of Greenock Road, Renfrew 240m or thereby north of the junction of Abbotsinch Road and Greenock Road, shown delineated in red, coloured pink and numbered "42" on the Map, forming part of the subjects registered in the Land Register of Scotland under said Title Number REN133332.	Mr John & Mrs Marion Ritchie <b>Address redacted</b>	Owner	Construction of a new cycleway with associated earthworks, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt
43	A temporary servitude right for pedestrians and vehicles (including heavy vehicles and equipment) to and from Plot 42 (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 21 <sup>st</sup> August 2018 under reference 18/0483/PP, over 402 square metres or thereby of access track on the east side of Greenock Road, Renfrew 240m or thereby north of the junction of Abbotsinch Road and Greenock Road, shown delineated in red, coloured green and numbered "43" on the Map (which subjects are for the purposes of this servitude right hereby nominated and identified as, the burdened property) for the purpose of	Mr John & Mrs Marion Ritchie <b>Address redacted</b>	Owner	Access to facilitate the construction of the new cycleway and bridge with associated earthworks, surface water drainage, lighting and landscaping	Inchinnan Community Council  ENV 1 Green Belt

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	Community Council Local Development Plan
	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 REN133332				

## STATUTORY UNDERTAKER LAND

3.6 Various Plots of land required for the Scheme are currently owned by Glasgow Airport who are a statutory undertaker (as listed above and below) . The Council has considered if the land owned by Glasgow Airport and affected by the Scheme is required for the purposes of Glasgow Airport’s undertaking, or if the loss of it can be made good. The Council is satisfied that none of the land required from the Airport for the Scheme is currently utilised by the Airport to perform any statutory undertaker functions and the land required for the Scheme is understood not to be within the statutory aerodrome boundary.

3.7 Plots 11G, 11F, 11E, 11C, 12C, 12D and 12E relate to land required for a shared cycleway / footway, linking to a new bridge across the Black Cart Water, providing a new, safe, segregated route from motorised vehicles between the realigned Abbotsinch Road and a new toucan crossing on the A8 Greenock Road. The land required is currently unused, undeveloped scrub land and undeveloped woodland. Plots 12A and 12B relate to land required to provide compensatory flood storage. The construction of the new bridge across the Black Cart Water will alter the contours of the riverbank, removing some of the natural location for flood water in this area. Land (plots 12A and 12B) has been identified to provide a replacement flood area. The level of the riverbank will be altered at this location to provide an area for flood water in order to avoid the ‘flood waters’ moving inland elsewhere. The land required for the compensatory flood storage area currently consists of undeveloped woodland.

3.8 The Council therefore considers that none of the land affected by the Scheme currently owned by Glasgow Airport is used by the Airport for the purpose of its undertaking and that accordingly the land can be acquired without any serious detriment to the statutory undertaking. In conclusion, the Council is satisfied that the land owned by Glasgow Airport is NOT “special category” land which would be subject to the special provisions of Part III of the First Schedule to the 1947 Act.

## OTHER LAND

3.9 The Council has also considered whether the land comprised in the Scheme comprises any common or open spaces which would be subject to special procedure in terms of the 1947 Act. The definition of “common” for this purpose in terms of section 7 (1) of the 1947 Act includes any town or village green, and “open space” is defined as any land laid out as a public garden, or used for the purposes of public recreation, or land being a disused burial ground. The land to be acquired comprises, undeveloped scrub land, undeveloped woodland, part of a private access track and agricultural land. The Council does not consider that any of these areas is used or would be suitable for use for public recreation or that the land otherwise falls within the statutory definitions of common or open space. The Council is therefore satisfied that no common or open spaces are affected by the Scheme.

3.10 The Council is also satisfied that the Scheme does not affect ancient monuments, listed buildings, conservation area land, Common Good land, or consecrated land, and is therefore satisfied that there are no special procedures affecting the land.

## CROWN LAND

3.11 There are a few plots of land required for the Scheme which do not form part of the Order, and these are detailed on Land Interest Plan Number 18 (see Appendix F). These plots relate to the proposed new bridge over the Black Cart Water and the riverbanks up to Mean High Water Spring, which 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.

## 4. ENGAGEMENT WITH COMMUNITIES AND OWNERS

### COMMUNITIES

4.1 A previous proposed project for a new cycleway on the southern side of Greenock Road, running along its full length from the Black Cart Water to its junction with Inchinnan Drive (“Inchinnan Cycleway”) was the subject of extensive consultation and engagement in 2016 and 2017. The proposals for the Inchinnan Cycleway had evolved from an iterative process of consultation with key stakeholders, the local community and local elected representatives.

4.2 The approach to engagement was 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 proposals for the Inchinnan Cycleway 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 and in May 2017.

4.4 Feedback from the 3 phases of public consultation highlighted significant support for the cycling and walking infrastructure improvements, particularly in terms of the safety benefits provided by off-road segregated routes.

4.5 Various cycling and walking groups were targeted for consultation at an early stage as it was recognised their input would help achieve an important project objective of providing better quality, integrated walking and cycling routes between key employment and residential locations. To this end, a number of organisations were consulted directly and subsequently invited to a workshop in April 2016, with the aim of discussing the project proposals. Attendees at the 'Non Motorised User (NMU)' workshop included Sustrans; Strathclyde Partnership for Transport (SPT); Glasgow and Clyde Valley Green Network and Renfrewshire Council, all of whom were able to consider the emerging design proposal and provide their views, or highlight issues, on design for pedestrians and cyclists. Feedback from the workshop was used to develop the emerging design of the Inchinnan Cycleway.

4.6 A key concern raised during consultations was the 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. Opportunities highlighted included the potential to link with new footways / cycleways on the realigned Abbotsinch Road and to the new off road shared footway and cycleway being delivered as part of the Clyde Waterfront & Renfrew Riverside Project (Planning

on 17/0486/PP). This feedback, along with comments received from landowners and elected members, resulted in the revisal of the original Inchinnan Cycleway scheme to form the shorter Black Cart Cycleway (the Scheme) as promoted within this Order.

### OWNERS

4.7 Most landowners were originally contacted as part of the larger Inchinnan Cycleway proposals. The Scheme as promoted by this Order is a shorter version of the original route which omits the proposed cycleway running parallel with Greenock Road for approximately 2.1 km and has also introduced a

requirement for a small area of land on the north side of Greenock Road, not covered in the original Inchinnan Cycleway proposal. Although discussions regarding this area of land have been more limited, contact has been made with the landowner, who was also consulted as part of the original Inchinnan Cycleway project.

4.8 Glasgow Airport have been fully engaged in early scheme design and masterplanning and project development from the outset and attended the GAIA Steering Board (along with with the Council, Scottish Enterprise, Glasgow City Council, Renfrewshire and Glasgow Chambers of Commerce, Strathclyde University and University of West of Scotland) which was specifically assembled for the GAIA project, which incorporates the Scheme promoted by this Order. Glasgow Airport are however reluctant to enter into a voluntary agreement with the Council which includes all the land required. The Council will continue to negotiate with Glasgow Airport to seek voluntary agreement. The total area of land to be acquired from the airport for this Scheme is approximately 1.9 acres. The cycleway / footway has been redesigned to avoid any Airport Operational Land. The original design had included land utilised by Glasgow Airport for landing lights, and the Scheme was re-designed so as to exclude the Operational Land.

4.9 Communication methods employed for engaging with owners have included standard mail, 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.

4.10 Feedback from these consultations has influenced the bridge alignment and extent of the shared footway / cycleway infrastructure and associated works. The Inchinnan Cycleway project showed the shared footway / cycleway extending into Inchinnan Business Park, however further to the comments received from landowners and local elected members, the route was curtailed to terminate at a new Toucan crossing on Greenock Road, removing approximately 2.1 km of proposed cycleway running parallel with Greenock Road from the route and resulting in the Scheme in its present form.

4.11 The subsequent planning application "Construction of a cycleway and bridge with associated landscaping and ancillary infrastructure, Site 250m North of Inchinnan Bridge Greenock Road, Inchinnan (reference 18/0483/PP)" was submitted to Renfrewshire Council on 29 June 2018.

4.12 A land referencing exercise was undertaken, in July 2018, 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 attached within Appendix D.

4.13 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. Early attempts to secure voluntary agreements have been initiated.

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. 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 owners and the design has been revised to accommodate their requirements wherever practicable. As previously mentioned, the Scheme originally included a new cycleway on the southern side of Greenock Road, for its full length from the Black Cart Water to its

junction with Inchinnan Drive. Comments received from landowners and Elected Members led to the Scheme being revised to provide a new bridge across the Black Cart and then a link into the existing infrastructure on the northern side of Greenock Road. The Council is hopeful that it will be successful in agreeing voluntary terms in relation to the majority of the required land.

4.17 The Council will update 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 Government's publication "Compulsory Purchase and Compensation – a Guide for Owners, Tenants and Occupiers in Scotland";
- A note of the link to the Scottish Government's web page where additional information can be sought;
- A note of the link to the Council web page where additional information can be found on City Deal Projects, including the Scheme.

## **5. ASSESSING ALTERNATIVE WAYS OF REALISING THE PURPOSE**

5.1 The Council assessed the feasibility of suitable alternative routes/ locations in a multi-stage options identification and appraisal process carried out by specialist transport engineering consultants (Sweco UK Ltd) as part of the original, larger Inchinnan Cycleway scheme, taking into consideration advice and feedback from stakeholders including the local community, affected landowners and local elected members.

5.2 The appraisal process was conducted using established Design Manual for Roads and Bridges principles in order to identify an optimum design solution that provides a best fit with the project aims and objectives, delivers the intended benefits and provides value for money. Each option was considered in terms of:

- Compliance with the project brief;
- Safety;
- Engineering Feasibility;
- Environmental Impact (inc ecology, cultural heritage etc);
- Cost;
- Attractiveness to potential users.

5.3 During desk-based and walkover studies, a number of issues and potential physical constraints were identified which had the potential to impact route selection and influence the design. These issues and constraints were taken into consideration when undertaking a comparative assessment of various on-road and off-road options. The key constraints identified and considered included:

- The close proximity of 3 category 'A' listed structures (Inchinnan Bridge, the Bascule Bridge and the White Cart Bridge) which limit the flexibility for realignment or widening of the existing bridges, roads and footpaths, restrict options for junction improvements, and limit bridge alignment options;
- Restricted visibility due to the horizontal and vertical alignment of the masonry arch structures on the category 'A' listed structures;

- Proximity to and potential impact on the Inchinnan Cruising Club, Glasgow Airport and the Black Cart Water.

5.4 In addition, options for the location of pedestrian crossing or Toucan crossing facilities are constrained due to the need to maintain the operational efficiency of the very busy A8 Abbotsinch Road, Greenock Road, Inchinnan Road Junction.

5.5 On-road options were ruled out at an early stage for the following reasons:

- The available road width on the A8 Greenock Road, including Inchinnan Bridge and White Cart Bridge, cannot accommodate the recommended width for cycle lanes;
- The long straights and high vehicle speeds on the A8 Greenock Road discourages all but the most proficient and confident cyclists; and
- Through consultation, Historic Environment Scotland (HES) indicated that any substantial modification of the listed structures i.e. widening of the existing bridges or cantilever structures attached to the existing bridges in order to accommodate the required width for cycle lanes, would likely 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.

5.6 The impact of the key constraints outlined above meant that the options appraisal was focused on segregated routes to the south or to the north of Greenock Road. Options within the existing road verge or on the field side of the existing road boundary were considered. Bridge routes on both sides of the existing Black Cart bridge were also considered, as was a “no-bridge” option which was ruled out due to the following factors:

- Cyclists would still have to use the existing narrow road over Inchinnan Bridge;
- The “no-bridge” option would not facilitate utility provision to the GAIA site;
- The option would not provide a safe direct route for pedestrians and cyclists between Inchinnan, Renfrew, AMIDS / NMIS and the Airport.
- Safe pedestrian crossing facilities could not be incorporated into the design due to adverse impact on the listed structures and on the operational efficiency of Abbotsinch Road, Greenock Road, Inchinnan Road Junction – which is currently operating over capacity.

5.7 The table below lists the various issues and potential constraints that were considered during the options identification and appraisal process and considers how each issue would be influenced or affected by a route to the north or south of Greenock Road. Both potential routes started from Abbotsinch Road and ran parallel with Greenock Road to Inchinnan Drive, one on the south side of Greenock Road and one on the north side of Greenock Road. Out of the 20 issues assessed, the Southern route scored higher in 11, including the number of road crossing points required and in terms of safety for users, with the Northern route scoring higher in only 1, the remaining 8 being equal. The results of the options appraisal therefore supported a route on the south side of Greenock Road. Details of the various issues assessed are given in the table below.

Issue / Constraint	Southern Route	Northern Route	Comments	Preference
<p>Conformance with project brief i.e. linking Inchinnan Business Park with the Airport Area and key residential areas including Renfrew, Paisley etc</p>	<p>Provides safest and most direct route between Inchinnan Business Park and Renfrew South, various Business Parks, the Airport and Paisley.</p> <p>Also links directly with CWRR infrastructure on the same side (south) of Inchinnan Road.</p>	<p>A longer route, more circuitous route for cyclists / pedestrians travelling between Inchinnan Business Park and Renfrew South, various Business Parks, the Airport and Paisley.</p> <p>Crossing of Inchinnan road required to link with CWRR infrastructure.</p>	<p>Shorter, more direct routes are generally used more frequently.</p> <p>Failure to conform with the project brief and deliver the option that was approved by the City Deal cabinet (i.e. linking Inchinnan Business Park with the Airport Area and key residential areas) may result in;</p> <ul style="list-style-type: none"> <li>• The Council having to pay back design fees paid for by Sustrans</li> <li>• The Council being unable to claim fees from City Deal for design work undertaken thus far</li> <li>• A reduction in the City Deal funds available for the GAIA project as a consequence of the revised scope of the project.</li> </ul>	<p>Southern Route</p>
<p>Road Crossing Points (excluding private access roads)</p>	<p><b>Inchinnan Business Park to Airport / Paisley – direct (no crossing)</b></p> <p><b>Inchinnan Business Park to Renfrew – 1No signal controlled crossing on realigned Abbotsinch Road</b></p>	<p><b>Inchinnan Business Park to Airport / Paisley – 3 / 4No crossings (1No signal controlled crossing at Greenock Road near Inchinnan Business Park, 1No Signal controlled crossing at Old Greenock, Inchinnan, 1No signalled crossing at White Cart Masonry Arch Bridge &amp; 1No signal controlled crossing on realigned Abbotsinch Road – for Airport only)</b></p>	<p>A northern route introduces additional road crossing points which is likely to discourage casual / occasional cyclists and be relatively unattractive to commuting cyclists, especially those heading from or towards Renfrew South, Paisley and the Airport.</p> <p>It also introduces significant extra costs with the additional signalised toucan crossings.</p> <p>Potential for adverse effect on junction capacity, traffic flows and congestion due to the additional crossing points.</p>	<p>Southern Route</p>



Issue / Constraint	Southern Route	Northern Route	Comments	Preference
		<p>Inchinnan Business Park to Renfrew – 3No crossings (1No signal controlled crossing at Greenock Road near Inchinnan Business Park, 1No Signal controlled crossing at Old Greenock, Inchinnan, 1No signalled crossing at White Cart Masonry Arch Bridge.)</p>	<p>Furthermore, it is unlikely that permission would be granted by Historic Environment Scotland for significant alterations to the listed structure to facilitate this crossing</p>	
<p>Black Cart Water crossing</p>	<p>Requires a new pedestrian / cycle bridge to the south of the existing Inchinnan Bridge with no impact on Inchinnan Cruising Club.</p>	<p>Requires a new pedestrian / cycle bridge to the north of the existing Inchinnan Bridge. Likely also to adversely impact on boat berthing facilities in Inchinnan Cruising Club.</p>	<p>The existing Inchinnan Bridge (over the Black Cart) is a Category A listed structure. Through consultation, Historic Environment Scotland (HES) indicated that any substantial modification of the structures to accommodate additional width for cycle lanes would be unacceptable. The Northern Route would have a greater adverse impact on Inchinnan Cruising Club which would increase the likelihood of objections from them.</p>	<p>Southern Route</p>
<p>White Cart Water crossing</p>	<p>Requires a Toucan crossing point across the realigned Abbotsinch Road for cyclists heading to Renfrew. Requires an off-road section of footway / cycleway taking cyclists heading to Renfrew from Abbotsinch Road around the Inchinnan Cruising Club access and linking with the CWRR cycle</p>	<p>Requires construction of a viaduct (or similar elevated structure) to maintain access to Inchinnan Cruising Club. Also likely to impact on boat berthing facilities in Inchinnan Cruising Club. Likely to require significant modifications to the A-Listed White Cart masonry bridge or the Bascule Bridge in</p>	<p>The existing White Cart Masonry Bridge and the Bascule Bridge are Category A listed structures. Through consultation, Historic Environment Scotland (HES) indicated that any substantial modification of the structures to accommodate additional width for cycle lanes would be unacceptable. The Northern Route would have a greater adverse impact on Inchinnan Cruising Club.</p>	<p>Southern Route</p>

Issue / Constraint	Southern Route	Northern Route	Comments	Preference
	route.	<p>order to construct a Toucan crossing point across Inchinnan Road for cyclists travelling to the Airport, Paisley or Renfrew south. Cyclists travelling to the airport would also require a Toucan crossing point across the realigned Abbotsinch Road.</p> <p>The additional crossing on A8 Inchinnan Road would adversely impact on traffic flows and congestion at the Greenock Road / Abbotsinch Road / Inchinnan Road junction.</p>	The construction of the viaduct (or similar elevated structure) to maintain access to Inchinnan Cruising Club is likely to result in significant additional costs.	
Listed Structures – Inchinnan Bridge (Category A) and White Cart Bridge (Category A);	Preferred option includes minor modifications to one approach wall to the listed White Cart Bridge to facilitate improved junction operation (improved traffic flows and decrease in congestion) and which have been agreed in principle with HES.	Likely to require significant modifications to the A-listed White Cart masonry bridge or the Bascule Bridge in order to construct a Toucan crossing across Inchinnan Road for pedestrians / cyclists travelling to the Airport, Paisley or Renfrew south.	<p>The existing Inchinnan Bridge (over the Black Cart) is a Category A listed structure. Through consultation, Historic Environment Scotland (HES) indicated that any substantial modification of the structures to accommodate additional width for cycle lanes would be unacceptable.</p> <p>The northern route would have a significantly greater impact on the listed structure and would be unlikely to be approved by HES.</p>	Southern Route
Potential Utility Diversion / Protection Measures	<p>3 Utilities present plus disconnected electricity cables:</p> <ul style="list-style-type: none"> <li>• Scottish Power 132kV</li> </ul>	<p>4 Utilities present plus 1 disconnected electricity cable:</p> <ul style="list-style-type: none"> <li>• Scottish Power 11kV</li> </ul>	For the off-road segregated facility to the south, impact on utilities would be minimal albeit a greater land take. For the extended shared footway /	No preference

Issue / Constraint	Southern Route	Northern Route	Comments	Preference
	Electricity <ul style="list-style-type: none"> <li>• Scottish Power 11kV Electricity</li> <li>• Virgin Media</li> <li>• SP disconnected electricity cables</li> </ul>	Electricity <ul style="list-style-type: none"> <li>• Vodafone</li> <li>• BT overhead</li> <li>• BT underground</li> <li>• SP disconnected electricity cable</li> <li>• Scottish Water private supplies</li> </ul>	cycleway option to the north, there would be a greater impact on utilities which would require diversion / protection works. An option would be to move to a remote cycleway option outwith the road boundary - resulting in additional land acquisition similar to that proposed for the south.  Scottish Water assets also cross the A8 but are affected similarly on both sides.	
A8 Greenock Road – Long straights and high vehicle speeds;	Implements best practice for rural routes by providing an attractive environment for cyclists. Also likely to be more attractive to casual / occasional cyclists and families.	Advice from Sustrans and feedback from stakeholders suggests that a lack of segregation is unlikely to be attractive to casual / occasional cyclists and may be relatively unattractive to commuting cyclists.	Risk of low use due to the lack of segregation, additional road crossings and more circuitous routes on the Northern route.	Southern Route
Various private accesses to farmland on both sides of A8 Greenock Road	All existing accesses retained. <ul style="list-style-type: none"> <li>• 1No Farm / residential access road between Inchinnan Business Park and Inchinnan Bus Garage(light / occasional use)</li> <li>• 1No Access to Farm and Garage at Strandarrif (regular / occasional use)</li> <li>• 1No farm access road</li> </ul>	All existing accesses retained <ul style="list-style-type: none"> <li>• 1No Farm access track to the West of Inchinnan Bus Garage (light / occasional use)</li> <li>• Entrance / Exit to Inchinnan Bus Garage (heavily used)</li> <li>• Exit from Braehead Tavern (regular / occasional use)</li> <li>• 2No farm residential access roads between Inchinnan</li> </ul>	The Southern route is considered to be a safer option that avoids conflict with the heavily used Inchinnan Bus Garage and the exit from the Braehead Tavern, which are in close proximity. It also has less impact on existing farm and business accesses.	Southern Route

Issue / Constraint	Southern Route	Northern Route	Comments	Preference
	<p>between Inchinnan Bridge and Inchinnan Bus Garage(light / occasional use)</p> <ul style="list-style-type: none"> <li>• 1No Access for Airport landing lights maintenance and All Hallows Church site at Portnauld Farm (light / occasional use).</li> </ul>	<p>Bridge and Inchinnan Bus Garage(light / occasional use)</p> <ul style="list-style-type: none"> <li>• 1No Access for Airport landing lights maintenance and All Hallows Church site at Portnauld Farm (light / occasional use)</li> </ul>		

5.8 The preferred option originally identified as a consequence of the stakeholder engagement and options appraisal process comprised a new cycleway and pedestrian bridge, parallel to and south of the existing Inchinnan Bridge, running between Inchinnan Business Park and a new length of cycleway connecting Abbotsinch Road to the Bascule Bridge south of the A8 provided as part of the GAIA Project under a separate Order (see drawing below).



5.9 This option would minimise impact on the listed structures and ensure that the remodelled Abbotsinch Road, Greenock Road, and Inchinnan Road junction would operate satisfactorily.

5.10 However, as detailed above under the heading “Engagement with Communities and Owners”, subsequent to further consultation with local landowners and local elected representatives regarding the preferred option, it was decided to take forward a curtailed version of the preferred option, with a length of approximately 2.1 kilometres of the proposed cycleway running parallel with Greenock Road removed, pending a further assessment of:

- options to extend the shared footway / cycleway between the currently proposed termination point at the Toucan crossing on Greenock Road and Inchinnan Business Park; and
- options to link to other potential routes identified in Renfrewshire Council’s Cycling Strategy document such as the proposed Dargavel to Renfrew route.

5.11 The Council is satisfied that the options identification and appraisal process undertaken for the original, larger Inchinnan Cycleway scheme can be applied to the curtailed version, as the curtailed version of the scheme is also located on the south side of Greenock Road and also incorporates the new pedestrian/cycle bridge over the Black Cart Water. There are two areas of ground included in the curtailed version of the scheme which were not part of the larger Inchinnan Cycleway proposals, and were not therefore comprised in the engagement or the appraisal process carried out. These two areas are located on the north side of Greenock Road, as opposed to the south side, and comprise a strip of ground for a toucan crossing and a second area of ground for temporary access for construction purposes. The toucan crossing is required on the south side of the Greenock Road for reasons of road safety, operational efficiency of the junction and in order to avoid impacting on the existing listed structures.

## **6. JUSTIFICATION AND PUBLIC BENEFIT**

6.1 The Council has assessed the public benefit in its proposals against the interests of the people affected by the Order and believes that the test as contained in Planning Circular 6/2011 has been met. It therefore believes there is a compelling case in the public interest to acquire the Order land.

6.2 The Scheme is being funded as part of the GCR City Deal, Glasgow Airport Investment Area (GAIA) project, which 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 improvements 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 The proposals accord with Scotland's Third National Planning Framework ("NPF3") which supports the enhancement of Scotland's five main airports as a national development and highlights the importance of the airports as gateways for investment, including business-related development around Glasgow Airport. The Scheme will improve active travel connectivity to a national development, thereby assisting in promoting investment in the area by improving sustainable accessibility. The proposals will enhance the green network by integrating green infrastructure as part of the wider City deal projects. Communities will be provided with improved NMUs access to a number of active travel routes as well as improved connections between both new and existing employment centres. In addition, the Scheme will provide an alternative, safer route for cyclists and will speed up traffic flow at the Greenock Road/Abbotsinch Road/Inchinnan Road junction.

6.4 Active travel opportunities are limited in the area and car travel dominates. There are also no safe road crossing facilities for pedestrians at the very busy A8 Abbotsinch Road, Greenock Road, Inchinnan Road Junction. In spite of this, the A8 Greenock Road is currently well used by cyclists even with the high traffic speeds and volumes, together with narrow lanes and limited road space which deter use by more commuters and casual cyclists.

6.5 The Scheme will address the issues outlined above and provide a new, safe route which is segregated from vehicular traffic and which links an existing path on Greenock Road (via a new bridge and Toucan crossing) with new shared cycleways / footways on the re-aligned Abbotsinch Road - which are being delivered as part of the GAIA main infrastructure project. It will also link to the shared footway / cycleway being delivered as part of the Clyde Waterfront and Renfrew Riverside project being delivered by the Council under a separate City Deal project.

6.6 The new bridge over the Black Cart will also facilitate development of the wider GAIA area in terms of providing a river crossing for potable water supply between the nearest main connection in Portnauld Farm and the Nethererton Farm site. There is also potential to use this bridge to bring utility services into the AMIDS development at the Nethererton Farm site.

6.7 The Scheme will therefore deliver significant public benefits including:

- Improvement in active travel connectivity to a national development;
- Integration of green infrastructure as part of the wider City Deal projects;
- Improvement in the provision of suitable access routes for non-motorised users (NMUs) in the area;
- Improved operation of the A8 Greenock Road / Abbotsinch Road junction which in turn will make it safer for NMUs;
- New, high quality, active travel routes, including a new river crossing, which will improve connections between employment centres (new and existing) such as

Inchinnan Business Park, Westway and Netherton Farm with densely populated residential areas such as Renfrew, Paisley, Erskine and Bishopton, offering a genuine alternative to car travel;

- Linking with other existing and proposed active travel routes such as the Renfrew to Paisley Cycle Route, the Dargavel to Renfrew Cycle Route and the NCR 7 (via the proposed CWRR project which includes a new Clyde crossing);
- Provision of new, direct, safe routes that are suitable for both inexperienced and experienced cyclists;
- Reduction in greenhouse gas emissions from less people having to use their vehicles;
- An enhanced local environment through the use of high quality landscaping to encourage high quality development and regeneration; and
- Provision of a highly accessible route for a range of users. For example, tactile paving to alert partially sighted users of the possible hazards at the interchange from a pedestrian route to a shared cycle and pedestrian route will be used where appropriate.

6.8 It is therefore considered that the public benefits of the Scheme 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. Interference with owners' interests has been mitigated wherever practicable and the land affected has been restricted to the minimum amount of ground necessary to deliver the Scheme. For example, as explained above, the Scheme has been reduced in scale and as a result, fewer owners/ tenants are affected as compared with the original cycleway design. It also became apparent that the original design of the Scheme would have affected Glasgow Airport operational land, since part of the ground to be acquired was located on land used by Glasgow Airport for airport landing lights. The Council therefore re-designed the Scheme so as to remove the Glasgow Airport operational land from the Scheme.

6.9 The Council believes the public benefits detailed above clearly demonstrate that there is a compelling case in the public interest for the making of the Order and that the test in Planning Circular 6/2011 has been met. 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.

6.10 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. THE PLANNING POSITION**

7.1 A Planning application for "Construction of a cycleway and bridge with associated landscaping and ancillary infrastructure, Site 250m North of Inchinnan Bridge Greenock Road, Inchinnan (reference 18/0483/PP)" was submitted to Renfrewshire Council on 29 June 2018 and the Scheme obtained Planning Permission on 22 August 2018.

7.2 The implementation of the Scheme will support the objectives of the Third National Planning Framework referred to above (NPF3) which notes "Scotland's major airports provide a gateway to Scotland and in particular to the cities network. We support the enhancement of Scotland's 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..”. NPF3 continues by stating “Close to Edinburgh, Glasgow and Prestwick Airports there are significant opportunities for business development as an associated land use”. The proposals conform with NPF3 as they will improve active travel connectivity to a national development, thereby assisting in promoting investment in the area, all in accordance with NPF3. Scottish 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.” The Scheme aligns with the principles of the SPP by directly contributing to the outcomes of the SPP by creating: a low carbon place, by reducing travel journey times and increasing opportunity for active travel; a natural resilient place, by linking areas of leisure, open space and water frontage with the communities who would wish to use them; and a more connected place, by linking disengaged communities and businesses with the facilities which support them.

7.3 The Report of Handling by the Council’s Head of Planning and Housing provides details of the planning policies affecting the proposed development and concludes that the proposals accord with the provisions of the Development Plan and that there are no material considerations which outweigh the presumption in favour of development according with the Development Plan. It was noted also that no objections were received from statutory consultees nor were any representations received.

7.4 The proposals were considered to be entirely consistent with the principles set out in Scottish Planning Policy with regard to the promotion of active travel networks and that new development should take place in locations having good connectivity to such networks.

7.5 The proposals were also considered to comply with the relevant policies in the approved Strategic Development Plan for the Glasgow and the Clyde Valley area (2017) (“Clydeplan”), as follows:

7.5.1 Policy 1: “Placemaking”: The proposals were found to accord with the principles set out in Table 1, giving consideration to place and active travel connectivity before vehicle movement and supporting the enhancement of active travel provision.

7.5.2 Policy 5: “Strategic Economic Investment Locations”: The new infrastructure will assist in promoting investment in the Strategic Economic Investment Locations in Renfrewshire by improving sustainable accessibility and connectivity through active travel.

7.5.3 Policy 12: “Green Network and Green Infrastructure”: In support of the Vision and Spatial Development Strategy of Clydeplan, it was considered that the proposals will enhance the green network by integrating green infrastructure as part of the wider City Deal projects, facilitating the movement of people and species as well as connecting to the wider environment.

7.5.4 Policy 16: “Improving the Water Quality Environment and Managing Flood Risk and Drainage”: The proposals were not assessed to have any unacceptable impacts on the key strategic objectives, including water and drainage capacity and water quality.

7.5.5 Policy 17: “Promoting Sustainable Transport”: The application was found to support the sustainable transport objectives of promoting modal shift from private transport and increasing active travel through the creation and improvement of walking and cycling networks and the promotion of behaviour change.

7.5.6 Policy 18: “Strategic Walking and Cycling Network”: In support of the Vision and Spatial Development Strategy, Clydeplan recognises the health and wellbeing benefits of walking and cycling for both active travel and recreation. In support of this, prioritisation of investment is required to ensure the delivery of strategic walking and cycling networks and development proposals should maintain and



enhance “the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects”. It was considered that the proposals aim to deliver this vision.

7.5.7 Policy 19: “Glasgow Airport and sustainable transport access”: The proposals were considered to accord with the policy objective of improving sustainable transport access to the airport and the aspiration for stakeholders to increase modal shift including for employees to and from the airport.

7.6 The proposals were considered to accord with the relevant adopted Local Development Plan policies as follows:

7.6.1 Policy E1 “Renfrewshire’s Economic Investment Locations”: The development will assist in promoting the Strategic Economic Industrial Locations and were not considered to have an unacceptable impact on important nature conservation interests in the area.

7.6.2 Policy E2 “Glasgow Airport Investment Zone”: It was considered that the proposals will assist in promoting the area around Glasgow Airport for supporting economic growth.

7.6.3 Policy 11 “Connecting Places”: This policy recognises that increased access and connectivity to walking, cycling and public transport networks is a key consideration for investment locations in Renfrewshire. It was considered that the proposals satisfied the policy objective of appropriate provision being made to connect to active travel as well as allowing for walking, cycling and public transport being considered from the outset.

7.6.4 Policy 15 “Flooding and Drainage”: The proposal was not considered to have an adverse impact on existing drainage infrastructure or to increase the risk of flooding. Appropriate provision is also made for compensatory flood storage.

7.6.5 Policy ENV1 “Green Belt”: The provision of active travel infrastructure was considered to be an appropriate development within the Green Belt as well as being appropriate in supporting locations identified for planned growth including Renfrewshire’s Strategic Economic Investment Areas.

7.6.6 Policy ENV2 “Natural Heritage”: The proposals were not considered to have an unacceptably adverse effect on the integrity of sites protected for their natural conservation interests, as confirmed by the Environment Assessment and no objection having been submitted by Scottish Natural Heritage.

7.6.7 Policy ENV4 “The Water Environment”: The proposals were considered to take appropriate cognisance of the requirement to preserve and enhance where possible, the biodiversity, flora and fauna surrounding blue corridors. There was not considered to be an adverse impact on the existing water environment.

7.6.8 Policy ENV5 “Air Quality”: The promotion of active travel routes to encourage active travel in the form of walking and cycling, and to reduce the dependence on private cars, is considered to result in a longer term beneficial effect on air quality and the proposals were considered to accord with this policy.

7.7 The planning authority considered that the proposed bridge design is a simple arrangement with the pier centrally positioned so as not to compromise important views of the adjacent listed bridge structures. The proposals were considered to represent an appropriate and visually sensitive intervention into the rural and historic landscape; to enhance active travel connections between existing settlements and strategic industrial investment locations; and fully comply with national, strategic and local policy.

7.8 The proposals are also supported by the New Development Supplementary Guidance which states that essential infrastructure developments requiring a greenbelt location, including those required for walking or cycling, are acceptable in principle. The proposals were considered as constituting appropriate green belt development which will safeguard the character of the green belt.

7.9 It was further considered that the development will enhance both active travel opportunities to and from employment locations and recreational opportunities in the area; and will contribute positively to the wider associated lifestyle and environmental benefits of the promotion of walking and cycling. The proposals would result in an off-road pedestrian and cycle route linking Inchinnan/ Erskine and western Renfrew, thereby enhancing access between the employment area and these settlements.

7.10 The Renfrewshire Council Cycling Strategy 2016-2025 notes that the City Deal investment “will create excellent opportunities for new high-quality infrastructure, and strengthened links between communities. Over the next ten years, there will be new cycle and pedestrian links between Paisley and Renfrew town centres, Inchinnan Business Park, the Glasgow Airport Investment Area and the Clyde Waterfront.” The Strategy sets out the benefits to be derived from promoting cycling and active travel as including health and wellbeing; people centred places; improved access to education, work and services; reducing congestion; reducing carbon emissions; improving air quality; and promoting a strong economy.

7.11 In addition, the Scheme is consistent with the following:

7.11.1 The Strategic Transport Projects Review (STPR), which notes the importance of connectivity and the role that transport infrastructure investment can play in maximising potential and reducing disparities. The improved active travel connections across the Black Cart Water 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.

7.11.2 The Infrastructure Investment Plan (IIP), which sets out the Government’s priorities and aims for major infrastructure investment. By providing improved facilities for cycling and walking, increasing modal shift and increasing access to employment opportunities, this project aligns with some of the Scottish Government’s priorities. The priorities are stated as: delivering economic growth, managing transition to low carbon, supporting delivery of efficient public services and supporting employment opportunity.

7.11.3 The Local Transport Strategy (LTS) for Renfrewshire, which recognises the absence of good walking and cycling connections between the Airport, Paisley and on to Renfrew and Inchinnan and promotes action to improve these links. The Scheme 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 Scheme 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. The Scheme therefore accords with this Strategy.

7.12 The Scheme is therefore supported by, or consistent with, national, regional and local transport and planning policy.

## **8. THE FUNDING POSITION**

8.1 The project costs are funded by the City Deal Grant as set out in the City Deal Agreement. The total funding for the Scheme is £3.3 million. Renfrewshire Council’s associated financing costs have been allowed for through normal financial planning processes and incorporated within the Council’s financial planning model.

8.2 Additional funding of £78,658 was secured from Sustrans Community Links Fund towards design costs for active travel routes within the Renfrewshire GAIA Project. This was match funded from within the overall project budget and was fully drawn down in financial year 2016/17. An application for

further funding has been made with the outcome still pending, however no assumption of further funding has currently been incorporated into the funding package.

8.3 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 inclusive of the cycleway does not rely on any external funding.

8.4 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 with the Outline Business Case thereafter approved by the Cabinet on 12 December 2016. Together these gave approval to develop the Final Business Case and incur eligible expenditure of up to £9.360m in total for the overall GAIA project which included the authority to acquire required land.

8.5 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 Final Business Case does not contain significant changes to the approved Outline Business Case.

## **9. BARRIERS TO COMPLETING THE SCHEME**

9.1 The Council has the required funding in place to complete the Scheme, along with planning consent and the right to construct the infrastructure. An application for a marine licence is presently being considered by Marine Scotland and is expected to be issued within the next 2-3 months. If there are any objections to the CPO which are not withdrawn, this could delay commencement of works, however this would not be a barrier to completion of the Scheme.

9.2 The Council has therefore considered potential barriers and is satisfied that no potential barriers would prevent the Scheme being completed.

## **10. TIMETABLE / PROGRAMME**

10.1 Subject to completion of legal procedures and conclusion of the procurement process, the Scheme is intended to be included within the design and construction contract for the GAIA Project anticipated to be awarded in Quarter 1 2019. The start date for the commencement of works for the cycleway will be programmed for late 2019.

## **11. 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 interest. Interference with Convention rights, to the extent that there is any, is 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.

## **12. PUBLIC DEPOSIT**

12.1 A copy of the Order, the map referred to therein and other relevant documents have been deposited at Renfrewshire House, Cotton Street, Paisley, PA1 1TT and may be seen there without payment of fee between the hours of 08:45am and 16:45pm Monday – Thursday and 08:45am and 15:55pm on a Friday.

## **13. CONTACT DETAILS FOR FURTHER INFORMATION**

13.1 Margaret Vance, Senior Solicitor

Margaret Law, Senior Asset & Estates Surveyor

citydeal@renfrewshire.gov.uk

10 December 2018



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RENFREWSHIRE COUNCIL



KEY:

- PINK LAND TO BE ACQUIRED
- BLUE SERVITUDE RIGHT TO BE ACQUIRED
- GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

THIS IS THE LOCATION PLAN REFERRED TO IN THE RENFREWSHIRE COUNCIL (GLASGOW AIRPORT INVESTMENT AREA, CITY DEAL) (NUMBER TWO) COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY

.....

Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquisition Type	Land Use
42	Mr John & Mrs Marion Ritchie, [REDACTED]	Owner	138	Permanent	Agricultural
43			403	Servitude (Temporary)	Agricultural



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RENFREWSHIRE COUNCIL



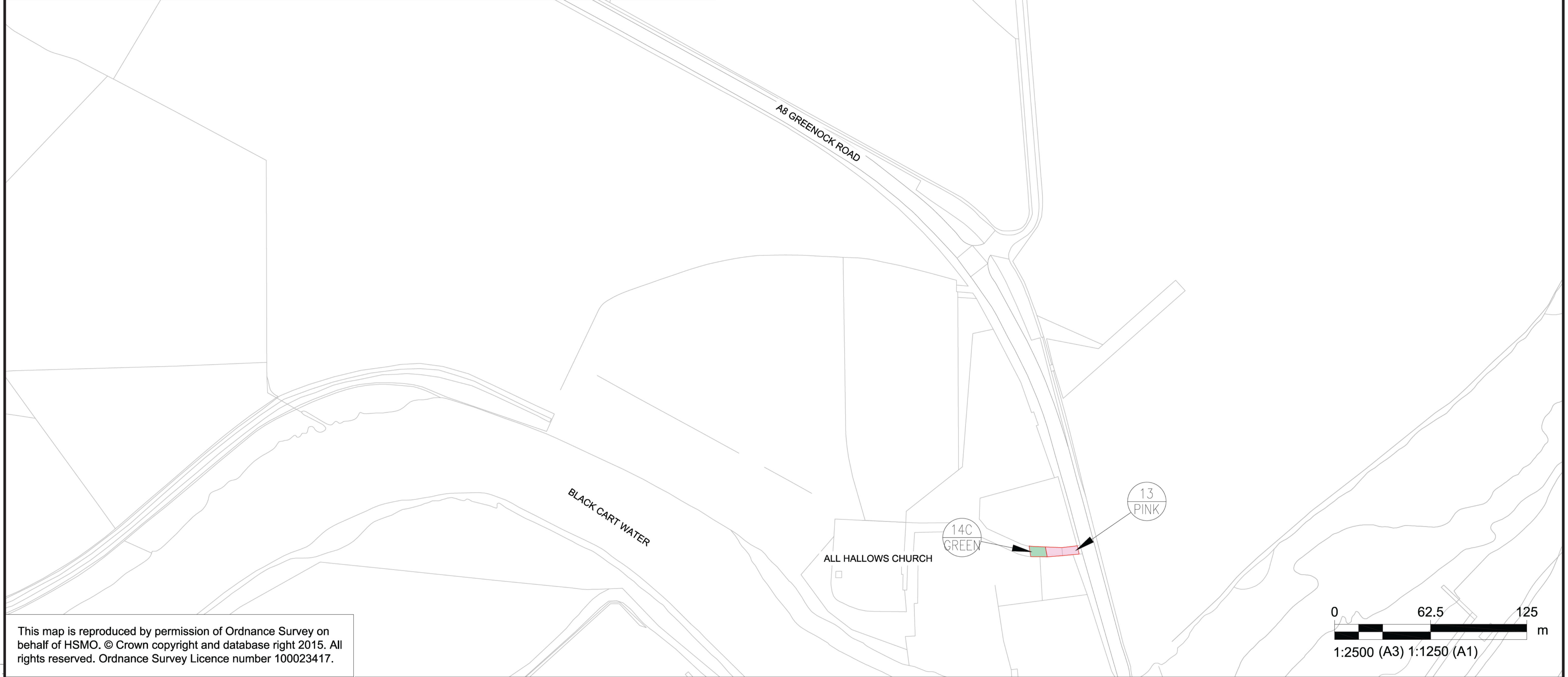
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LIP Plan No.28

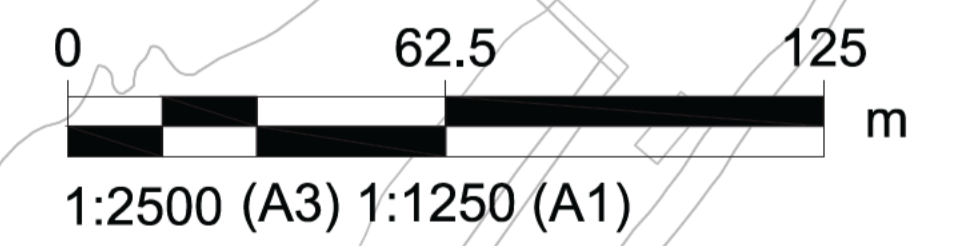
GLASGOW AIRPORT INVESTMENT AREA  
 COMPULSORY PURCHASE ORDER 2018  
 LAND INTEREST PLAN

Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquisition Type	Land Use
13	The Trustees of Blythwood Estates, c/o Anderson Strathern Solicitors, George House, 50 George Square, Glasgow, G21DH	The Church of Scotland General Trustees, 121 George Street Edinburgh EH2 4YN	116	Permanent	Access Track
14C		Glasgow Airport Ltd, St Andrews Drive, Glasgow Airport, Paisley, PA3 2SW	70	Servitude (Temporary)	Access Track
		Mr Peter & Mrs Agnes Johnson Mrs Grace Johnson Mr John Ritchie			

NOTE: PLOT 14A, 14B NOT USED.



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RENFREWSHIRE COUNCIL

Renfrewshire Council

KEY:

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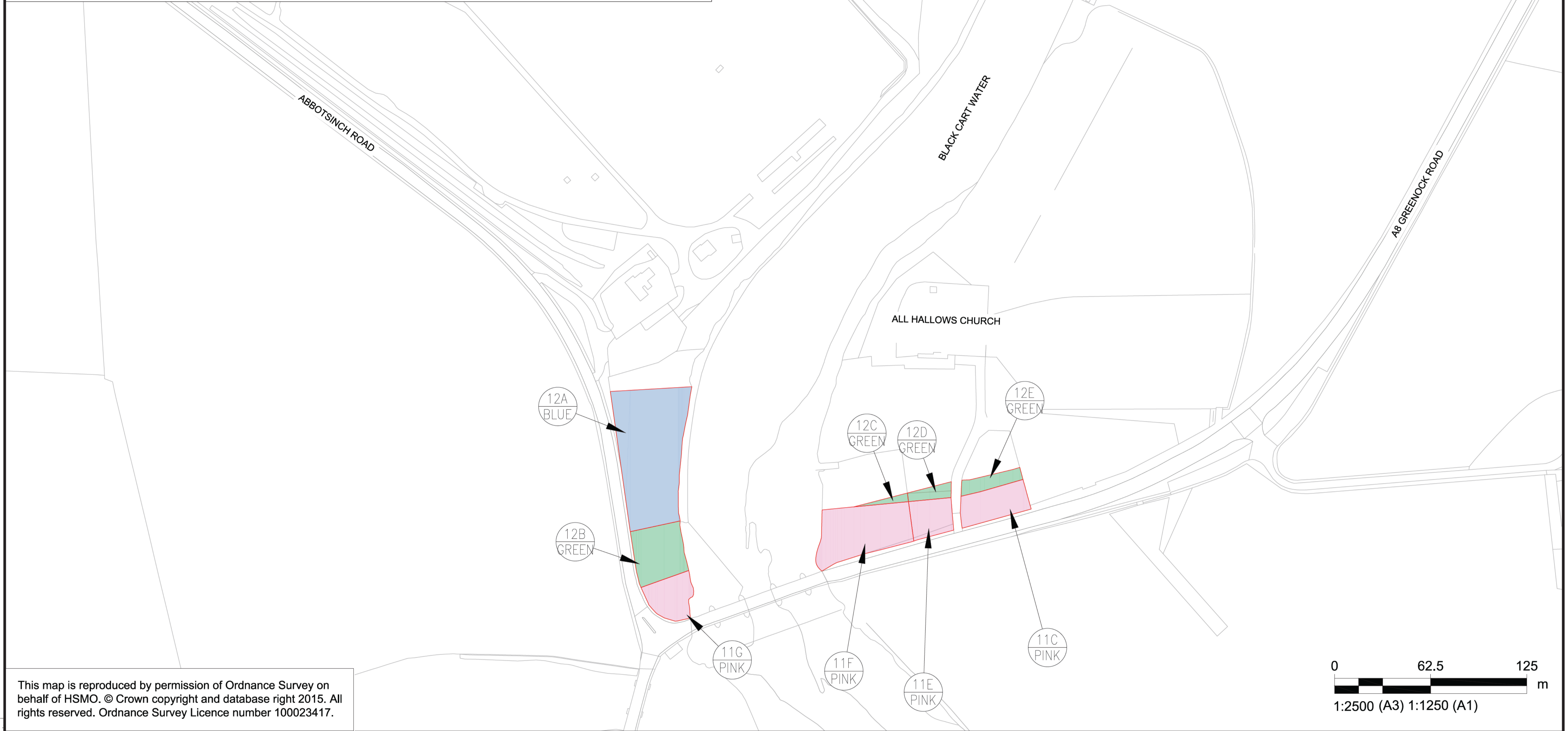
**GREEN** TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

LIP Plan No.7

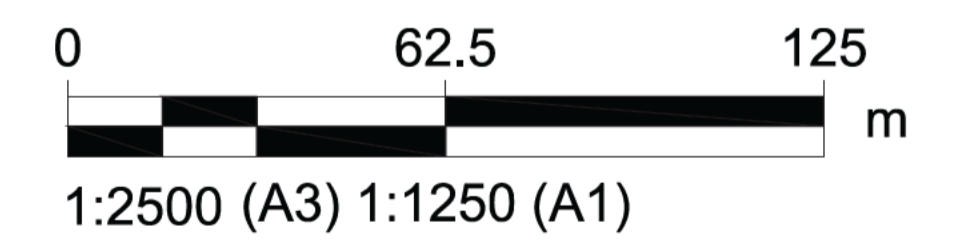
GLASGOW AIRPORT INVESTMENT AREA  
COMPULSORY PURCHASE ORDER 2018  
LAND INTEREST PLAN

Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquisition Type	Land Use
11C	Glasgow Airport Ltd,	Owner	889	Permanent	Grassed Area
11E	St Andrews Drive,	Owner	638	Permanent	Woodland
11F	Glasgow Airport,	Owner	1893	Permanent	Grassed Area
11G	Paisley,	Owner	737	Permanent	Woodland
12A	PA3 2SW	Owner	3643	Servitude (Maintenance)	Woodland
12B		Owner	1148	Servitude (Temporary)	Woodland
12C		Owner	101	Servitude (Temporary)	Grassed Area
12D		Owner	226	Servitude (Temporary)	Woodland
12E		Owner	353	Servitude (Temporary)	Woodland

NOTE: PLOT 11A, 11B, 11D NOT USED.



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RENFREWSHIRE COUNCIL



KEY:

<span style="background-color: pink; border: 1px solid black; padding: 2px;">PINK</span>	LAND TO BE ACQUIRED
<span style="background-color: lightblue; border: 1px solid black; padding: 2px;">BLUE</span>	SERVITUDE RIGHT TO BE ACQUIRED
<span style="background-color: lightgreen; border: 1px solid black; padding: 2px;">GREEN</span>	TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

LIP Plan No.6

GLASGOW AIRPORT INVESTMENT AREA  
COMPULSORY PURCHASE ORDER 2018  
LAND INTEREST PLAN



## APPENDIX C – CONSULTATION LOG

LIP Plan No.	Plot Number	Address	Owner	City Deal key contact
6	11C	Greenock Road – Adjacent to the access track to All Hallows Church site	Glasgow Airport	
6	11E	Greenock Road – Adjacent to the access track to All Hallows Church site	Glasgow Airport	
6	11F	Greenock Road - on the north side of the Black Cart Water	Glasgow Airport	
6	11G	Greenock Road - on the south side of the Black Cart Water	Glasgow Airport	
6	12A	Abbotsinch Road - on the south side of the Black Cart Water	Glasgow Airport	
6	12B	Abbotsinch Road - on the south side of the Black Cart Water	Glasgow Airport	
6	12C	Greenock Road - on the north side of the Black Cart Water	Glasgow Airport	
6	12D	Greenock Road – Adjacent to the access track to All Hallows Church site	Glasgow Airport	
6	12E	Greenock Road – Adjacent to the access track to All Hallows Church site	Glasgow Airport	
7	13	Greenock Road – Access track to site of former All Hallows Church	Blythswood Estates	13/08/17 - Land referencing letter issued
				19/09/17 – correspondence re title
				18/10/17 – correspondence re title
				21/12/17 – confirmation of title extent
				13/03/18 – advise cycle route being reviewed
				30/04/18 – confirmation revised planning application being submitted and this land included
7	14C	Greenock Road – Access track to site of former All Hallows Church	Blythswood Estates	18/07/18 – land referencing letter
28	42	Greenock Road – on the east of Greenock Road to the south of the track leading to Portnauld Farm	Mr John & Mrs Marion Ritchie	06/06/17 – email confirming status of cycleway project
				15/06/17 – land referencing letter issued
				13/03/18 – advise cycle route being reviewed
				30/04/18 – confirmation revised planning application being submitted
28	43	Greenock Road – on the east of Greenock Road to the south of the track leading to Portnauld Farm	Mr John & Mrs Marion Ritchie	24/07/18 – land referencing letter

Your Ref:  
My Ref: LIP 6  
Contact: Margaret Law  
Telephone: 0141 618 4697  
E Mail: margaret.law@renfrewshire.gov.uk  
Date: 18 July 2018



Company Secretary



Dear Sir/Madam,

**Glasgow Airport Investment Area Project (“GAIA”) – Black Cart Cycleway**

As you may be aware, Renfrewshire Council (the “Council”) is seeking to deliver the CWRR project as part of the Glasgow City Region City Deal. The Project will deliver infrastructure and environmental improvements aimed at enhancing the role of the airport and creating increased opportunities for existing and new businesses by opening up and improving access to economic development locations adjacent to Glasgow Airport.

This letter constitutes a letter requesting information on the interests in the land identified on the enclosed plan. You are requested to give 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.

You are also requested to provide us with any documentary evidence of the details of any interests falling with paragraphs a) and b) above.

We look forward to receiving this information within 21 days. You may wish to consult a solicitor before responding to this letter.

Yours faithfully



 Barbara Walker,  
Depute Project Director (City Deal)

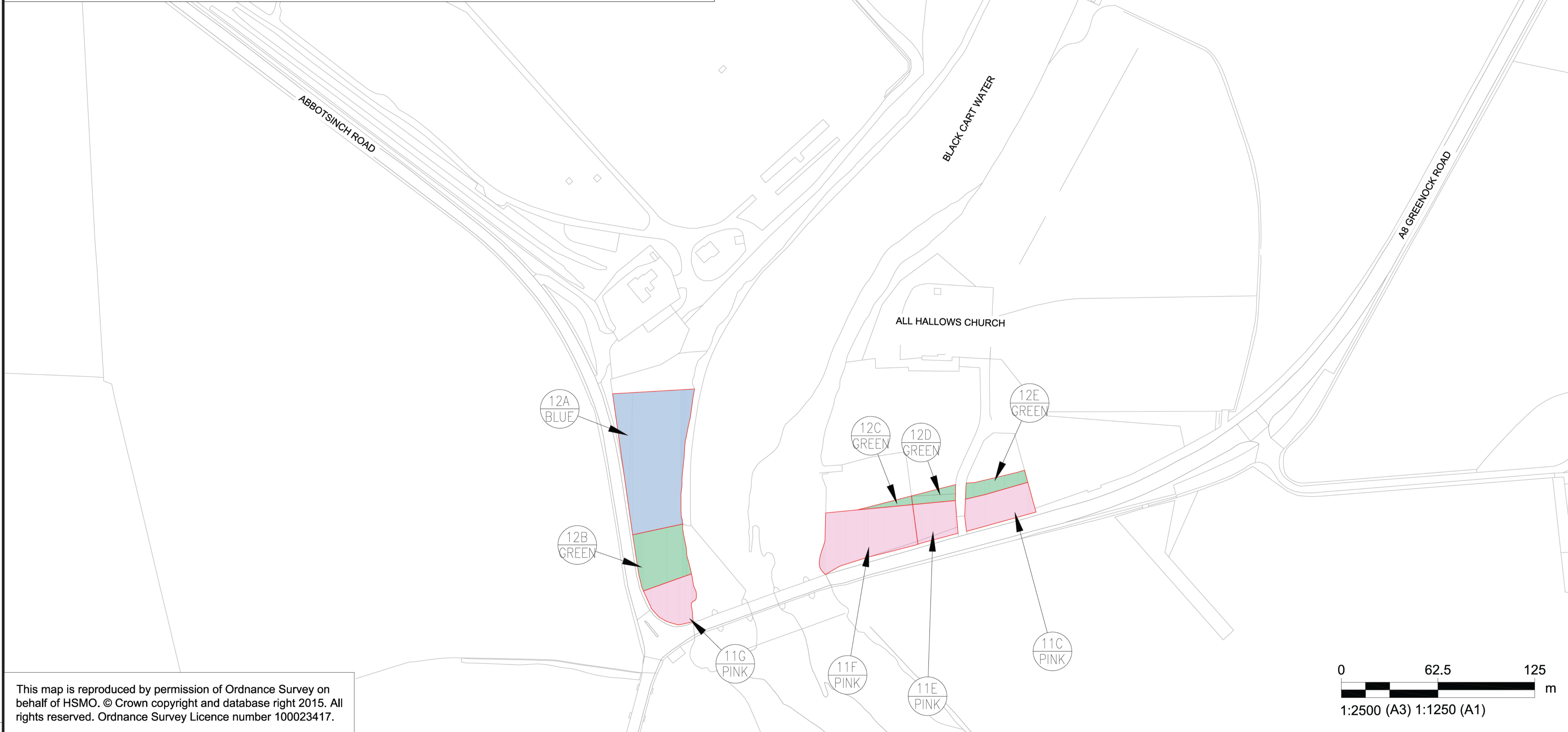


City Deal  
Project Director: Stephen McFadden  
Renfrewshire House, Cotton Street, Paisley PA1 1JB  
www.renfrewshire.gov.uk

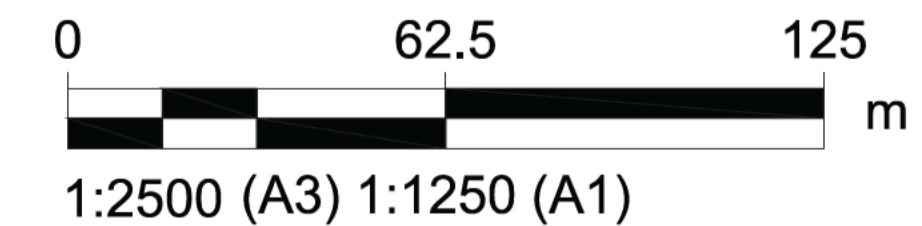


Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquisition Type	Land Use
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12E		Owner	353	Servitude (Temporary)	Woodland

NOTE: PLOT 11A, 11B, 11D NOT USED.



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RENFREWSHIRE COUNCIL



KEY:

- PINK LAND TO BE ACQUIRED
- BLUE SERVITUDE RIGHT TO BE ACQUIRED
- GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

LIP Plan No.6

GLASGOW AIRPORT INVESTMENT AREA  
COMPULSORY PURCHASE ORDER 2018  
LAND INTEREST PLAN



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**To:           Infrastructure, Land & Environment Policy Board**

**On:           30 May 2018**

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**Report by:   Director of Development and Housing**

---

**Heading:    The Renfrewshire Council (Glasgow Airport Investment Area, City Deal) (Number Two) Compulsory Purchase Order 2018**

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## **1.     Summary**

1.1    To submit details for land required to implement the Glasgow Airport Investment Area (Black Cart Cycleway) Project (the “**Project**”) and to be included in a Compulsory Purchase Order (CPO) to facilitate this City Deal infrastructure development.

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## **2.     Recommendations**

2.1    The Board is asked to:

- (i)     approve the use of CPO powers to acquire the titles and interests of the properties required to implement this Project where voluntary acquisition is not possible; and
  - (ii)    note that voluntary acquisition discussions will continue with all affected owners concurrently with the publication of the Compulsory Purchase Order and voluntary acquisition will be achieved where possible.
- 

## **3.     Background**

3.1    The Board previously approved the making of a Compulsory Purchase Order in relation to this Project (City Deal Glasgow Airport Investment Area Cycleway: Compulsory Purchase Order) on 30 August 2017. The length of the previous project has now been reduced and redesigned and less land and therefore owners are now affected than those included in the previous approval. It is therefore prudent to recommence the approval for land acquisition process to ensure only affected landowners are included.

- 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 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. The GAIA project includes the provision of cycling infrastructure including a new pedestrian and cycling bridge over the Black Cart Water.
- 3.3 The GAIA project provides the enabling infrastructure for the national development to be known as the Advanced Manufacturing Innovation District Scotland (AMIDS) which will also be home to the new National Manufacturing Institute for Scotland (NMIS). AMIDS is a national development comprising ground at the former Netherton Farm (now in Council ownership as a result of voluntary acquisition due to this Scheme) and both Inchinnan and Westway Business Parks. NMIS is to be located on the former Netherton Farm site and an early phase of this, the Lightweight Manufacturing Centre, funded by the Scottish Government and announced by the First Minister in June 2017, is already located in the Westway site.
- 3.4 The Leadership Board approved the Outline Business Case (OBC) for the Glasgow Airport Investment Area (GAIA) on 30 November 2016. The City Region Cabinet approved the OBCs on 12 December 2016 and authorised further funding of £6.64m to progress the Project and develop the Final Business Case (an additional £2.720m was previously authorised to develop the OBC), including funding for land acquisition.
- 3.5 A planning application for the Black Cart Cycleway project will be submitted in May 2018. The Black Cart Cycleway included in the planning application comprises a section of the previous Inchinnan Cycleway project and terminates at a point adjacent to the airport landing lights on Greenock Road. A signal controlled pedestrian / cyclist crossing of Greenock Road will be provided at the termination point. It is intended that an extension to provide linked cycleway provision to Inchinnan residents and Inchinnan Business Park will be scoped and designed under a separate project in the future. This will be brought to the relevant board when available. The termination point of the Black Cart Cycleway section enables any future project to tie in as required.
- 3.6 The Black Cart Cycleway project comprises a new segregated pedestrian / cycle bridge over the Black Cart which will improve safety for cyclists and pedestrians around the existing bridges and improve resulting traffic flows by removing cyclist and pedestrians from the traffic flow on the surrounding busy road bridges. This section will run parallel to Greenock Road between Abbotsinch Road and a point adjacent to the airport runway landing lights, and the new pedestrian / cycle bridge over the Black Cart will link with the provision of new segregated cycling infrastructure along the new and existing sections of Abbotsinch Road to the airport, all of which will be constructed under the GAIA City Deal infrastructure contract. The new Cycleway Bridge will also provide a conduit for bringing utility services into the AMIDS development at the Netherton Farm site.

## 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.
- 4.2 The planned infrastructure referred to in 3.7 above requires the acquisition of property, titles and interests, identified on the attached schedule.
- 4.3 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.

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## 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** – The Cycleway encourages children, young people as well as adults to use active travel
  - Community Care, Health & Well-being** - The overall 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. The cycle ways will link west to the boundary of the complementary City Deal Project at Clyde Waterfront Renfrew Riverside.
  - Empowering our Communities** – N/A
  - Greener** - The completed infrastructure will be segregated provision for walking and cycling.

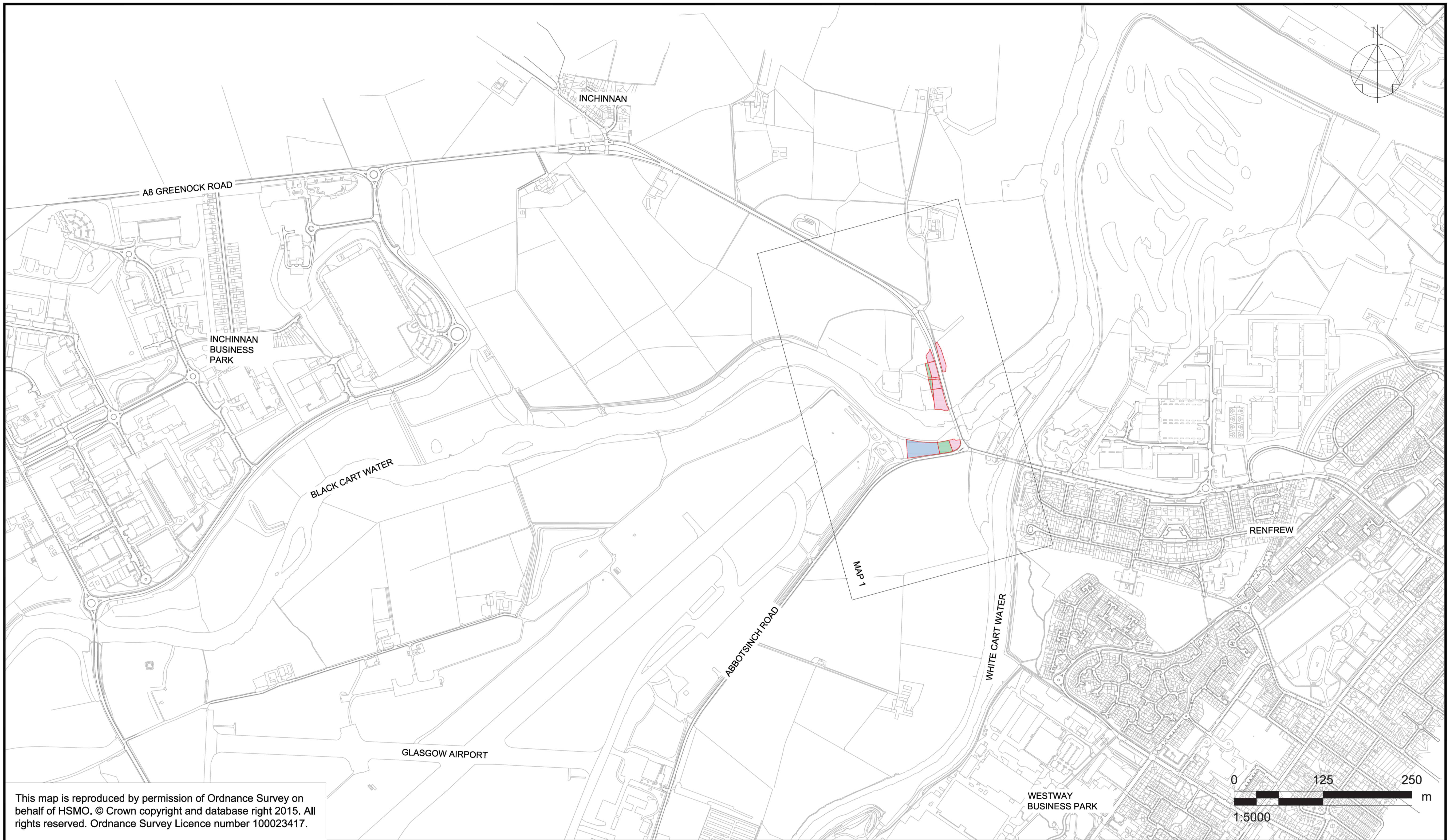
**Jobs and the Economy** - The completed infrastructure of GAIA will provide connectivity and access to new and existing jobs for people in our communities. During the project construction period 365 new jobs will be created and as a result of new business creation thousands of additional permanent jobs are expected to 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**
  - (a) 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

---

**Author:** Barbara Walker, City Deal Depute Project Director; Tel: 0141 618 7156  
Email [Barbara.walker@renfrewshire.gov.uk](mailto:Barbara.walker@renfrewshire.gov.uk)



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RENFREWSHIRE COUNCIL



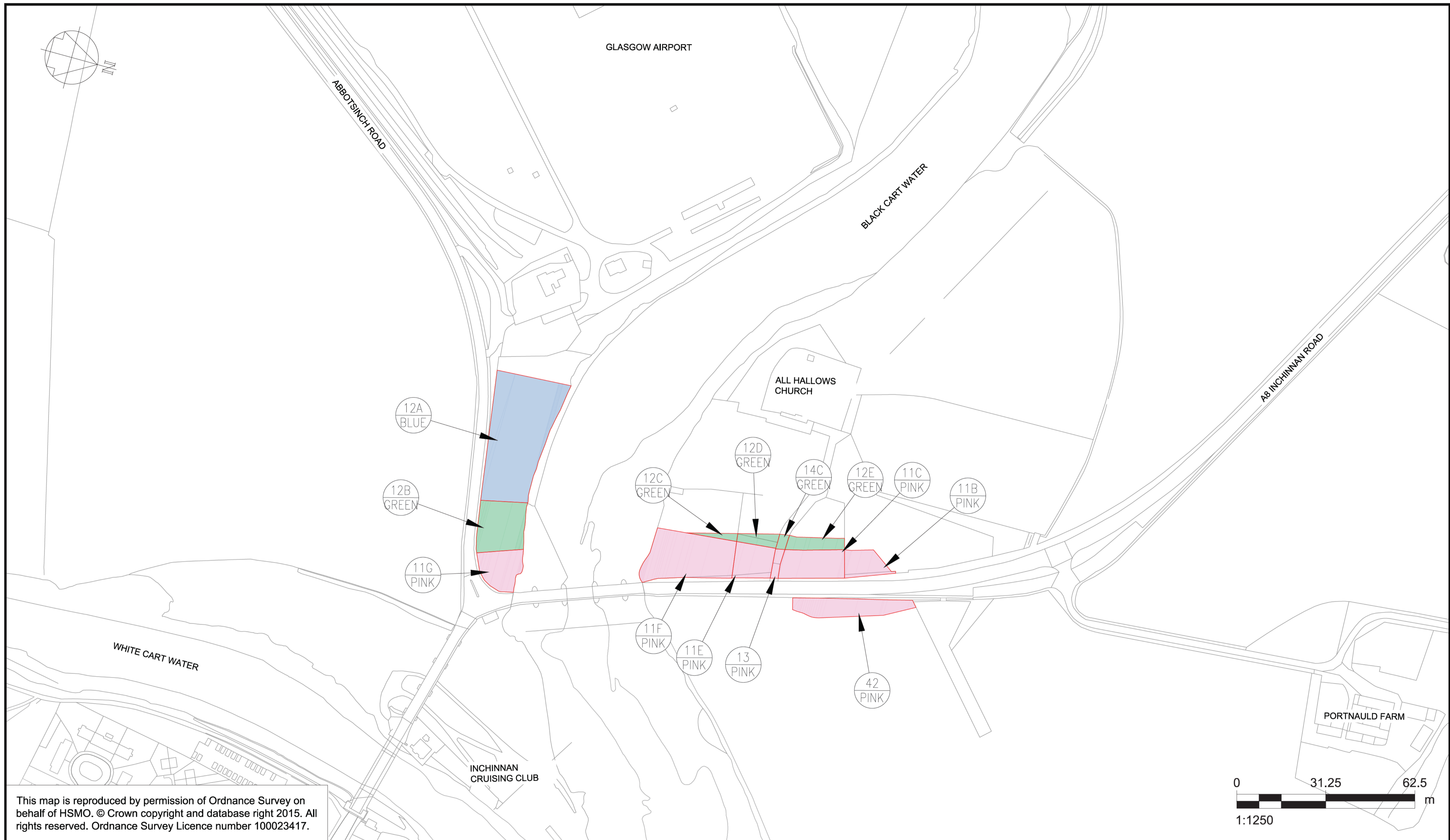
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- GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

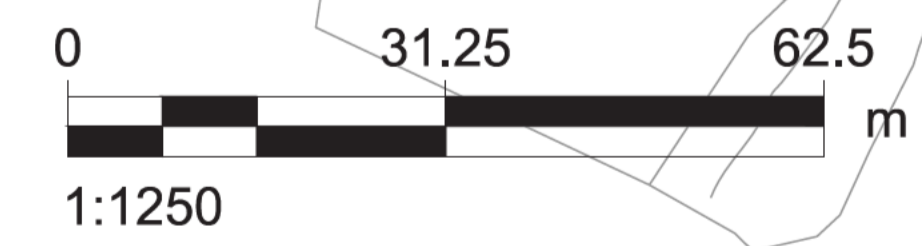
THIS IS THE LOCATION PLAN REFERRED TO IN THE RENFREWSHIRE COUNCIL (GLASGOW AIRPORT INVESTMENT AREA, CITY DEAL) (NUMBER TWO) COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY .....





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RENFREWSHIRE COUNCIL



KEY:

PINK	LAND TO BE ACQUIRED
BLUE	SERVITUDE RIGHT TO BE ACQUIRED
GREEN	TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

THIS IS MAP 1 REFERRED TO IN THE RENFREWSHIRE COUNCIL (GLASGOW AIRPORT INVESTMENT AREA, CITY DEAL) (NUMBER TWO) COMPULSORY PURCHASE ORDER 2018

AUTHORISED SIGNATORY .....

Owners or Reputed Owners	Lessees or Reputed Lessees or Occupiers (Other than tenants for a Month or Period Less than a Month)
<p>AGS Airports Limited 1Park Row Leeds LS1 5AB</p> <p>Registered Number 09201991</p> <p>Glasgow Airport Limited Glasgow Airport St Andrew's Drive Paisley PA3 2SW</p> <p>Registered Number SC096624</p>	<p>Owner – 11B; 11C; 11E; 11F; 11G; 12A; 12B; 12C; 12D; 12E</p> <p><i>Special Category Land – Airport Operational Land (11B)</i></p>
<p>Trustees of Blythswood Estates 160 West George Street Glasgow G2 2HQ</p>	<p>Owner – 13; 14C</p>
<p>The Church of Scotland General Trustees 121 George Street Edinburgh EH2 4YN</p>	<p>Owner – 13; 14C</p>
<p>Mr John Ritchie [REDACTED]</p>	<p>Owner – 42</p> <p><i>Agricultural Land</i></p>

Plot	Owners	Lessees and Occupiers	Area of Acquisition (m2)	Acquisition Type	Land Use
31A	Crown Estate Scotland, 6 Bells Brae, Edinburgh, EH4 3BJ	Owner	768	Grant of Servitude	River
31B		Owner	23	Deed	River Bank
31C		Owner	372	Grant of Servitude	River
31D		Owner	381	Grant of Servitude	River



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RENFREWSHIRE COUNCIL



KEY:

- PINK LAND TO BE ACQUIRED
- BLUE SERVITUDE RIGHT TO BE ACQUIRED
- GREEN TEMPORARY SERVITUDE RIGHT TO BE ACQUIRED

LIP Plan No.18

GLASGOW AIRPORT INVESTMENT AREA  
COMPULSORY PURCHASE ORDER 2018  
LAND INTEREST PLAN

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