

To: Infrastructure, Land & Environment Policy Board

On: 30 August 2017

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

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

1. Summary

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

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

- 3.1 Scottish Ministers encourage authorities to recognise that in some cases acquiring all interests by agreement will not be possible or practicable in a reasonable time or at a reasonable cost. Ministers encourage authorities to use CPO proactively and positively to promote sustainable economic growth, improve the quality of life and bring real benefits to Scotland's Communities¹
- 3.2 The Glasgow Airport Investment Area (GAIA) project comprises the realignment of Abbotsinch Road between Arran Avenue and Greenock Road / Inchinnan Road; a new bridge across the White Cart and improved facilities for cyclists and pedestrians, all aimed at improving connections between the Westway, Inchinnan and Airport Business Parks and as an enabler for the delivery of a world class business and commercial offering located around the airport.
- 3.3 The Leadership Board approved the Outline Business Case (OBC) for the GAIA on 30 November 2016. The City Region Cabinet approved the OBC on 12 December 2016 and authorised further funding of £6.64m to progress the Project and develop the Final Business Case (£2.720m was previously authorised to develop the OBC), including funding for land acquisition.
- 3.4 Two planning applications were submitted for the GAIA Project in July 2017. The one to which this report relates comprises the Abbotsinch Road Realignment, a new bridge over the White Cart at Wright Street (the Wright Street Link) together with associated walking and cycling infrastructure improvements, including the Abbotsinch Cycleway. The other application comprises the Inchinnan Cycleway which includes a new pedestrian / cycle bridge over the Black Cart and which is the subject of a separate report.
- 3.5 The main public benefits that the GAIA project will deliver include the following:
- investment in road infrastructure enabling the development of additional key business sites in the vicinity of the airport
 - the continued growth of Glasgow Airport
 - improved conditions for existing businesses
 - improvements to walking and cycling links will be incorporated in to the project to promote active travel

¹ Circular 6/2011 compulsory Purchase Orders,

- it is estimated that the implementation of the long term vision for the Airport Investment Area has the potential to deliver up to 10,600 new jobs and an additional 365 construction jobs.
- 3.6 The two planning applications were preceded by the submission of 'Proposal of Application Notices' (PAN) in March 2017. This was followed by a statutory engagement process involving public exhibitions and presentations to community councils. This third phase of public engagement followed two previous phases of non-statutory engagement held in May and December 2016, outcomes of which will be reflected in the published CPO.
 - 3.7 The realigned Abbotsinch Road runs north from Arran Avenue roundabout, before extending east, passing through agricultural fields around Netherton Farm, before connecting into an upgraded A8 Greenock/Inchinnan Road junction. New shared cycleway/ footways will be constructed along each side of the realigned Abbotsinch Road.
 - 3.8 The Wright Street Link includes a new bridge with a shared cycleway across the White Cart Water linking Wright Street and adjacent areas east of the river with the proposed Abbotsinch Road Realignment, west of the river. The link utilises the existing road corridor on Arran Avenue and Wright Street, minimising land take on developable plots on the east side of the river. Wright Street will remain a 'no through road' with no direct connection from Paisley Road to the west of the river. This is to ensure that the new link does not create a 'rat run' through residential areas. Accordingly, use of the new bridge and link road will effectively be restricted to traffic accessing and egressing Westway and existing business on Wright St west of the River. The residential areas of Wright Street will continue to be accessed via Paisley Road.
 - 3.9 The Abbotsinch Cycleway will extend the new cycleway / footways being provided with the realigned Abbotsinch Road and Wright Street Link southwards to Sanderling Road.
 - 3.10 The Inchinnan Cycleway comprises a segregated cycleway / footway, that will run parallel to Greenock Road between Abbotsinch Road and Inchinnan Business Park, and a new pedestrian / cycle bridge over the Black Cart. It will link with the other GAIA active travel infrastructure and with new and improved infrastructure being provided by the complementary City Deal Project, Clyde Waterfront Renfrew Riverside and is the subject of a separate report to this Board.
 - 3.11 In order to further progress the Project it is necessary to progress land assembly. Voluntary negotiations are ongoing with the owners of key sites, one of which is the subject of a separate report to this Board.

Compulsory Purchase Powers

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

Implications of the Report

1. **Financial** – Project budget of £39.1m for Glasgow Airport Investment Area funded through City Deal. Cabinet authorisation of £6.64m includes for land acquisition for this project.
2. **HR & Organisational Development** – N/A
3. **Community Planning** –
Children and Young People – N/A
Community Care, Health & Well-being - The GAIA development will facilitate new development opportunities and business growth with both projects improving educational and health opportunities for people within the local communities as well as aiding employees to access these major existing and new employment centres.
Empowering our Communities – N/A
Greener - The completed infrastructure will include segregated provision for walking and cycling. It will also enable improved public transport links. The cycle ways will link west between the Projects
Jobs and the Economy - The completed infrastructure will provide connectivity and access to new and existing jobs for people in our communities. During the project construction period 365 new jobs will be created and as a result of new business creation it is estimated that up to 10,600 additional new permanent jobs will be created.
Safer and Stronger – N/A
4. **Legal** – Acquisition of the affected land as outlined in the body of the report.
5. **Property/Assets** – As per this report.
6. **Information Technology** – none
7. **Equality & Human Rights**
 - (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
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Schedule of interests attached

Plans attached

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Land Interest		Land Owner	
Reference	Acquistion Type	Owner Name	Owner Address
9	Land to be acquired	Inchinnan Cruising Club	Inchinnan Rd, Bridge Isle, Renfrew, Renfrewshire, PA4 9EE
10	Land to be acquired	John Murdoch	Netherton Farm, Abbotsinch Rd, Renfrew, PA4 9PA
11	Land to be acquired	Westway Business Park	Westway Business Park, Westway, Porterfield Road, Renfrew, PA4 8DJ
12	Land to be acquired	ForFarmers UK Limited	Horizon House, Rougham Ind Estate, Bury St Edmunds, IP30 9ND
13	Land to be acquired	Premier Inn Whitbread Group	Whitbread Court, Houghton Hall Business Park, Porz Avenue, Dunstable, Bedfordshire, LU5 5XE

14	Land to be acquired	AP30 Limited	International House, Castle Hill, Victoria Road, Douglas, IM2 4RB
15	Land to be acquired	Scottish Government	St. Andrew's House Regent Road Edinburgh EH1 3DG
16	Servitude right to be acquired	Crown Estates	6 Bells Brae, Edinburgh, EH4 3BJ
17	Land to be acquired	Renfrewshire Council	
18	Land to be acquired	Owner Unknown	