



**Glasgow Airport Rail Link
Murray Street Business Liaison Group
Tuesday 28 November 2006
Paisley Town Hall**

Present

Blair McKellar (BM)
Ken Goldie (KG)
Adrian Brown (AB)
Cllr Jackie Green (JG)

Airlink
Renfrewshire Council Economic Development
Scottish Enterprise Renfrewshire
Member for St James

David Gardner (DG)

SPT

Neil Halket (NH)

Faber Maunsell

Ross Hornsey (RH)

Weber Shandwick

Charlie Francis (CF)
Craig Marwick (CM)
Brian Kerr (BK)
Phillip Gay (PG)

Atkins
GVA Grimley
District Valuer's Office
District Valuer's Office

Apologies

Jim Cunningham

Renfrewshire Council

1. Introductions and Apologies

DG introduced the project team and apologies were noted.

ACTION

Noted

2. Approval of Previous Minutes and Issues Arising

The minutes of the previous meeting on 3 August 2006 were approved.

DG confirmed that work on the Code of Construction Practice (CoCP) started in late-2005 and the CoCP was first posted on the GARL website on 24 March 2006.

3. Project update

3.1 DG explained that there were currently three main project streams for the GARL project:

- The Parliamentary Bill process
- The design process
- Property acquisition

3.2 Parliamentary Bill

DG informed that the Parliamentary Bill committee had published their Consideration Report which also included the assessor's report. Amendments to the Bill had been finalised and the Bill moves on to the final stage Parliamentary debate at the end of November. If approved by MSPs the Bill would then be sent for Royal Assent, which would likely be received in the New Year.

AB asked whether there had been any significant amendments made to the Bill as part of this process. DG and NH replied that nothing fundamental to the project had been affected. The window for construction after gaining Royal Assent had changed from 10 years to an initial five years, followed by a further five years subject to review. In addition, the code of construction practice had been amended to require construction works to begin no earlier than 8am, rather than the original 7am.

3.3 Design Process

DG also informed the group that Atkins have been appointed to lead the next stages of the design process to the second quarter of next year, following which they may continue to deliver the detailed design, or if procured as a design and build contract a joint design/construction consortium may be appointed. Whilst the full project timeline is still to be determined, the design of the scheme is likely to be finalised in the second quarter of 2007 and construction will start around 6 months after that, around a year from now

3.4 Geotechnical Investigations

CF reported that a series of ground investigations were about to get under way and the first trials would take place on Thursday 30 November. JG asked about the impact of bore holes on the football pitches. CF informed that they will be located between the active playing areas.

CF assured the group of the commitment to develop the scheme through continual consultation and will provide a point of contact for future discussion.

BM was concerned about the impact of bore holes on the Airlink car park and explained that, while they were happy to accommodate the testing, prior notification would be needed to ensure access and minimise disruption to their business.

Atkins

CF also confirmed that all sites affected by bore holes would be returned to their original state and any holes that were retained for testing purposes would be capped to ensure safety. CF agreed to provide details of all the proposed bore hole locations.

AB queried if there would be dedicated GARL branding on the route. DG outlined that there were no plans as yet but it had not been ruled out.

Atkins

KG enquired at what end works would commence. DG said this had not been determined as yet.

3.5 Gilmour St Station

AB queried what input Glasgow Airport would have into the new Airport Station. DG confirmed that BAA are a key stakeholder on GARL and are consulted on all matters within the airport boundary. CF confirmed Atkins will develop the outline design detailed within the Environmental Statement.

AB also asked whether Gilmour St Station would be upgraded to reflect the improved quality of the new station. NH informed that improvements to the existing station were not included in the current GARL scheme. However, NH outlined that SPT had held a second Key Stakeholder workshop on Paisley Gilmour Street where improvements to Gilmour St were discussed and he informed that there was a common

agreement on the need to repair and upgrade the canopy.

3.6 Property Update

DG informed that SPT had appointed GVA Grimley in partnership with the District Valuer as property advisors on the project. GVA Grimley will work with the District Valuer to assess and respond to property related issues for GARL including issues around compensation and Compulsory Purchase Orders.

PG explained that the District Valuers Office was a Scottish Executive Agency that has a wealth of experience working on projects that may involve significant compensation issues. The team assigned to the GARL project has also worked on the Transport Initiative Edinburgh tram project, the M74 extension, Edinburgh Airport Rail Link and the expansion of Waverley Station.

KG asked whether it was intended to seek acquisition of the affected properties in one swoop or whether it would be a phased process. DG replied that this had not yet been decided but may be clarified in the New year once the Bill has achieved Royal Assent.

4. AOCB

4.1 No additional business was discussed.

5. Details of next meeting

The members were asked for their views on how the group should operate beyond the Parliamentary Bill and Royal Assent. It was agreed that meetings of the broader group would likely be of less priority for members who preferred a focus on one to one discussions with GVA and the District Valuers.

RH will contact members in the new year to get a consensus of views on when the next meeting should be held, but some time in March 2007 was provisionally agreed.

WS