

Issue 08	Strategic Freight Transport Hubs	
Development plan reference:	Section 6 City Region as a Successful, Sustainable Place - Strategic Freight Transport Hubs	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Peter D. Stirling Ltd (PP03) Clydeport Limited (PP47) Strathclyde Partnership Transport (PP52_11)		
Provision of the development plan to which the issue relates:		
Strategic Freight Transport Hubs (page 45-46) Policy 6 Strategic Freight Transport Hubs (page 45)		
Planning Authority's summary of the representation(s):		
<p><u>Peter D. Stirling Ltd (PP03)</u></p> <p>Schedule 4 does not fully reflect the granted planning permission in principle on appeal for the expansion of the Mossend Railhead (RSD07) with additional rail sidings, the development of the Mossend International Railfreight Park including Class 5 (General Industry) Use, Class 6 (Storage and Distribution) Use and ancillary support uses including access to the A8 and associated site preparation, earthworks, infrastructure and landscape works.</p> <p><u>Clydeport Limited (PP47)</u></p> <p>Note that Rothesay Dock has not been included as a Strategic Freight Transport Hub and seek clarification as to why it has been omitted.</p> <p><u>Strathclyde Partnership Transport (PP52_11)</u></p> <p>Would welcome the inclusion of Bellshill as a Strategic Freight Transfer Hub. It is a strategically important function for the freight industry for vehicle to vehicle transfer and should be recognised in the Proposed Plan.</p>		
Modifications sought by those submitting representations:		
<p><u>Peter D. Stirling Ltd (PP03)</u></p> <p>Schedule 4 Strategic Freight Transport Hub in the Opportunities/ Challenges column the second sentence should be amended to read 'Major opportunity to further enhance the modal shift to rail likely through the consented expansion of the Mossend Railhead, including the development of the consented Mossend International Railfreight Park'.</p>		

Clydeport Limited (PP47)

The inclusion of Rothesay Dock within the Strategic Freight Transport Hubs.

Strathclyde Partnership Transport (PP52_11)

Add new location to Schedule 4 as follows:

- Strategic Freight Transfer Hubs: Bellshill
- Location: Bellshill, North Lanarkshire
- Mode: Road/Road
- Opportunities/Challenges: Established freight logistics location for multiple users, in close proximity to key links serving all directions. Requires an innovative development mechanism to maximise the potential of this location.

Summary of responses (including reasons) by Planning Authority:

Peter D. Stirling Ltd (PP03)

Clydeplan does not accept the modification as it considers it unnecessary to alter the existing text which makes specific reference to the development of a new Mossend International Rail Freightpark as a means of further encouraging a modal shift to rail.

In respect of the naming convention used in the Proposed Plan, the representations suggest that the Eurocentral Strategic Economic Investment Location and the Eurocentral /Mossend Strategic Freight Transport Hub should be given the same name. However, this is likely to lead to confusion as these locations are dealt with by two separate proposed Plan policies (Policy 5 Strategic Economic Investment Locations and Policy 6 Strategic Freight Transport Hubs respectively) and relate to specific geographical areas. It should be noted that it is for the local authorities through their Local Development Plans to define the extent of the areas covered by any relevant policy relating to Strategic Freight Transport Hubs.

Clydeport Limited (PP47)

Clydeplan does not accept the modification as it considers that whilst Rothesay Dock is an important location for freight movement, it considers it also has potential for other uses, such as waste management, which could be restricted by its designation as a Strategic Freight Transport Hub as outlined in Schedule 15 Indicative Compatible Development, of the Plan (page 97). Peel Ports recently submitted a planning application to West Dunbartonshire Council for a waste management facility at Rothesay Dock (**ASD05**) which would indicate that this is still an intended use at Rothesay Dock. In addition, the West Dunbartonshire Council Local Development Plan (Proposed Plan), identifies a waste management opportunity at the same location, see Section 10.3, paragraphs 10.3.1-10.3.2 and Policy SD2 (pages 85-86) (**ASD06**).

Strathclyde Partnership Transport (PP52 11)

Clydeplan does not accept the modification as the Strategic Freight Transport Hubs are intended to promote modal shift from road to rail and sea in support of a low carbon economy through the sustainable transportation of goods and raw materials. Bellshill however is a vehicle to vehicle hub rather than transferring from one mode to another and therefore its designation as a Strategic Freight Transport Hub would undermine the Plan's ambitions for long term sustainable freight movements. Note this representation refers to a Strategic Freight Transfer Hub rather than a Strategic Freight Transport Hub.

Reporter's conclusions:

[Note: For DPEA use only.]

Reporter's recommendations:

[Note: For DPEA use only.]