

<b>Issue 25</b>	<b>Glasgow Airport</b>	
<b>Development plan reference:</b>	Section 9 City Region as a Connected Place - Glasgow Airport	<b>Reporter:</b>
<b>Body or person(s) submitting a representation raising the issue (including reference number):</b>		
<p>Scottish Association for Public Transport (PP08)  Railfuture Scotland (PP14) (PP27)  Kenneth Macaulay (PP15)  Councillor Ralph Barker (PP30_02)  Scottish Government (PP57_07)  Anthony Lennon (PP62)</p>		
<b>Provision of the development plan to which the issue relates:</b>		
<p>Glasgow Airport (page 89)  Policy 19 Glasgow Airport and sustainable transport access (page 91)</p>		
<b>Planning Authority's summary of the representation(s):</b>		
<p><u>Scottish Association for Public Transport (PP08)</u></p> <p>Policy 19 appears to take a defeatist view of the transport industry's capability to build a 1.5 mile section of funded light railway from Paisley St. James to the airport. This policy should be replaced by a statement of the urgency to proceed with the Glasgow Airport Light Rail project.</p> <p><u>Railfuture Scotland (PP14) (PP27)</u></p> <p>Reinstate heavy rail link to Glasgow Airport.</p> <p>Urge Clydeplan to engage in dialogue with Renfrewshire/Glasgow Councils with a view to promoting the greater benefits and broadly equivalent costs of the NEWgarl heavy rail Airport rail link proposal within the context of the Glasgow and Clyde Valley City Deal Programme of Investment <b>(RSD32)</b>.</p> <p><u>Kenneth Macaulay (PP15)</u></p> <p>Glasgow Airport rail link completely ignored.</p> <p><u>Councillor Ralph Barker (PP30_02)</u></p> <p>Plans for a full rail connection were well advanced when scrapped without good explanation a fully integrated standard train service to the airport is required.</p> <p><u>Scottish Government (PP57_07)</u></p> <p>Clarify that Glasgow Airport is a national development.</p>		

Anthony Lennon (PP62)

Glasgow Airport Rail Link, a heavy rail link has many advantages over any light rail/tram train proposal, and a heavy rail scheme should be the variant supported by the Proposed Plan 2016.

**Modifications sought by those submitting representations:**

Scottish Association for Public Transport (PP08)

Schedule 1 - Glasgow and Clyde Valley City Deal Projects - Glasgow Airport Access: This should explicitly focus on improved public transport connectivity integrated with the rail network.

Policy 19 should be replaced by a statement of the urgency to proceed with the Glasgow Airport Light Rail project.

Kenneth Macaulay (PP15)

Reinstatement of Glasgow Airport rail link.

Railfuture Scotland (PP14) (PP27)

Reinstate heavy rail link to Glasgow Airport.

Urge Clydeplan to engage in dialogue with Renfrewshire/Glasgow Councils with a view to promoting the greater benefits and broadly equivalent costs of the NEWgarl heavy rail Airport rail link proposal within the context of the Glasgow and Clyde Valley City Deal Programme of Investment.

Councillor Ralph Barker (PP30 02)

Fully integrated rail connection to Glasgow Airport should be re-instated.

Scottish Government (PP57 07)

Clarify, at paragraph 9.21, that Glasgow Airport is a National Development as set out National Planning Framework 3.

Anthony Lennon (PP62)

Glasgow Airport Rail Link, a heavy rail link has many advantages over any light rail/tram train proposal, and a heavy rail scheme should be the variant supported by the Proposed Plan 2016.

**Summary of responses (including reasons) by Planning Authority:**

Scottish Association for Public Transport (PP08), Railfuture Scotland (PP14) (PP27), Kenneth Macaulay (PP15), Councillor Ralph Barker (PP30 02), Anthony Lennon (PP62)

Clydeplan does not accept these modifications as it considers that in terms of the first bullet point in Policy 19 (page 91) and Schedule 13 Radial Corridor 11 Public Transport Change: Potential Options (page 86) the Plan acknowledges and supports the need for stakeholders to agree the most appropriate sustainable transport option for improved access to Glasgow Airport. The relevant agencies have to date not yet finalised access and infrastructure measures following the cancellation of the Glasgow Airport Rail Link project and as such Clydeplan at this time is not in a position to be more definitive on this matter.

Scottish Government (PP57 07)

Clydeplan would accept the modification as it considers it would reflect the National Development status of Glasgow Airport as set out in National Planning Framework for Scotland 3. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to the first sentence of paragraph 9.21 (page 89):

'NPF3 recognises Glasgow Airport as a National Development and as a key component of Scotland's and the city-region's economic infrastructure.'

**Reporter's conclusions:**

[Note: For DPEA use only.]

**Reporter's recommendations:**

[Note: For DPEA use only.]