

**Issue No: 10**

**Issue: Strategy Support Measure 6: Strategic Freight Facilities**

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## **Contents Page**

1. Schedule 4

## **Representations**

2. Network Rail (E22/2)
3. Ayrshire Joint Planning Unit (E47)
4. North Ayrshire Council (E48)

<b>Issue 10</b>	<b>Strategy Support Measure 6: Strategic Freight Facilities</b>	
<b>Development plan reference:</b>	Section 4: Spatial Development Strategy Spatial Framework 1 Competitiveness	<b>Reporter:</b>
<b>Body or person(s) submitting a representation raising the issue (including reference number):</b>		
E22/2 Network Rail E47 Ayrshire Joint Planning Unit E48 North Ayrshire Council		
<b>Provision of the development plan to which the issue relates:</b>	Strategy Support Measure 6 (page 27)	
<b>Planning authority's summary of the representation(s):</b>		
<p><b>E22/2 Network Rail</b> Consider the current wording of Strategy Support Measure 6 in respect of the safeguarding allocation is too restrictive and should be altered to a more supportive theme rather than a protective theme. Unless a change is made in terms of rail freight sites, this could impact the provision of other rail related activities in the allocated areas. A wider definition would allow the creation of other rail related activities which often share the same basic infrastructure and would inherently protect the long term use. The current wording would inhibit the creation of passenger stations or rail maintenance facilities within the suggested allocation locations.</p> <p><b>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council</b> Consider the freight potential of Hunterston and Prestwick Airport to elicit greater focus in the Proposed Plan on transport connectivity between Ayrshire and the city-region and upon key transport schemes within Ayrshire.</p>		
<b>Modifications sought by those submitting representations:</b>		
<p><b>E22/2 Network Rail</b> Specific re-wording to Strategy Support Measure 6, namely</p> <ul style="list-style-type: none"> <li>• “Measures are required to promote relevant freight and transport investment in such locations”.</li> <li>• “Ancillary land allocations adjacent to such facilities, where appropriate, should be designated for freight and transport related activities or for correlating infrastructure and development which will support the continued use of the main site for freight.”</li> </ul> <p><b>E47 Ayrshire Joint Planning Unit</b> Need for the Strategic Development Plan to give support for enhanced surface transport links between the city region and ports in Ayrshire, particularly to support the development of Hunterston’s deep water transshipment facilities and Glasgow Prestwick Airport, both recognised as a National Developments in</p>		

National Planning Framework 2.

**E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council**

The role which Glasgow Prestwick Airport can and does play in the City Region's international connectivity merits greater recognition in the Strategic Development Plan as does the need for improvements in the capacity of surface transport links to Glasgow Prestwick Airport.

**E48 North Ayrshire Council**

Given that distribution and logistics is identified as a key growth sector, there is a need for the Strategic Development Plan to give support for enhanced surface transport links between the city region and ports in Ayrshire, particularly to support the development of Hunterston's deep water transshipment facilities and Glasgow Prestwick Airport.

**Summary of responses (including reasons) by planning authority:**

**E22/2 Network Rail**

The Glasgow and the Clyde Valley Strategic Development Planning Authority reject the proposed modification on the grounds that

- Strategy Support Measure 6 is designed to ensure that the strategic role of these key freight hubs (Schedule 3) is protected and promoted and that the hubs and their surrounding land is secured against inappropriate development.
- The focus of Strategy Support Measure 6 is clear - it is the delivery of the strategic role of such locations as freight-hubs, central to the future city-region economy and not a loss or erosion of their strategic importance to general rail-associated development or wider development which may seek to exploit rail infrastructure in non-freight-orientated development.
- The focus is upon creating freight hubs and freight parks/infrastructure which support strategic their role e.g. warehousing, 'break-bulk' transshipment, distribution, storage.

Network Rail's re-wording, whilst its promotional focus is acknowledged, has the potential to weaken that strategic role and pave the way for inappropriate development, exploiting tenuous association with freight activity e.g. retail warehousing, business parks, offices.

**E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council**

The Glasgow and the Clyde Valley Strategic development Planning Authority reject the proposed modification on the grounds that

- It is not within the mandate of the Glasgow and the Clyde Valley Strategic Development Planning Authority to take on strategic development planning responsibilities for Ayrshire, simply to recognise the functional relationships between the city-region and adjoining areas and incorporate necessary strategies to meet the demands of those functional relationships.
- It is not appropriate for the Glasgow and the Clyde Valley Strategic Development Planning Authority in its Proposed Plan to be allocating strategic significance to specific development proposals and transport infrastructure within Ayrshire that is the responsibility of the respective Ayrshire councils and the Scottish Government through its national

planning framework, as appropriate.

- The obligation upon the Glasgow and the Clyde Valley Strategic Development Planning Authority is to recognise the functional relationship with Ayrshire is already met within the provisions of the Proposed Plan; paragraph 4.39 and 4.41.

**Reporter's conclusions:**

**Reporter's recommendations:**