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National Planning Framework 4 Call for Ideas
Response by e-mail.

Call for ideas for inclusion in NPF4

The high-Level outcomes of NPF4 as detailed below, I would like the following views to be taken into consideration in respect of our community.

- **Meeting the housing needs of people living in Scotland including, in particular, the housing needs for older people and disabled people**

That local planning departments take into consideration not only what the developers want (what the market will afford) but take cognisance of what the local population need. There is also the fact that housing need requires back-up services to be considered along with any planning application.

- **Improving the health and well-being of people living in Scotland**

NPF3 included significant detail of footpath and cycle path routes throughout Scotland however, building the pathways is Capital Expenditure they subsequently require Revenue Expenditure to ensure that they are maintained and with the restrictions on Local Authority Budgets this is not happening. People are trying to improve their health but need maintained facilities.

- **Increasing the population of rural areas of Scotland**

Increasing population in rural Scotland also requires the provision of services from local Authorities, this also applies to urban Scotland where new housing developments take scant regard to local communities. There also is an upsurge of second homes both in Rural and urban areas due to the attractive nature of the country especially our coasts, this has to be considered by planning.

- **Improving equality and eliminating discrimination**

Equality and eliminating discrimination require that the building standards are compatible with both Market Value housing and Local Authority / Housing Association construction. This of course comes down to funding from Central Government.

- **Meeting any targets relating to the reduction of emissions of greenhouse gases**

Some way has gone to reduce emissions of greenhouse gasses in the reduction of traffic accessing city centres. However as stated in NPF3 Scotland still requires a up

to date road network. Reducing the speed limit to 50mph on all but Motorways would also help reduction in pollution. Speeding up the conversion to green energy Public Transport and heavy goods vehicles should be a priority, especially for Local Authorities.

Further to the above it would be appreciated if the following concerns are looked at given their effect on the Local Communities.

Local Area Concerns:

Regarding our local area, Industrial developments and transport infrastructure require to be looked at and revised:

Rail Services: This is in serious need of review, although it is currently the only way that Nuclear Spent Fuel is transported to Sellafield this requirement will only continue until defueling of Hunterston B is complete estimate by 2030. Any increase in rail traffic from the proposals for Industrial developments will mean that the passenger transport will be reduced thereby increasing Road Traffic.

Road Transport and infrastructure:

The main arterial service route is by the A78 either north through the centre of Largs or South to Ardrossan. The southerly route is favoured as it joins the Dual carriageway at Ardrossan and from there has direct access to the Motorway System. However, from any Industrial Site at Hunterston it has to pass through Seamill / West Kilbride where the road is narrow and congested. The proposal for a bypass was previously ruled out due to cost, but with the increase in traffic is more urgent than ever.

Hunterston Peninsula: This area has been included in LDP2 as an industrial site, however it was only designated in NPF3 as a High Voltage Transmission Site and a Key Port.

The Transmission site is now completed and is unmanned - No permanent employment on site-

Hunterston A:

This is in decommissioning and is currently scheduled to go into Care and Maintenance in 2023/24 with the resultant reduction in workforce.

Hunterston B:

This is scheduled at present to go into decommissioning in 2023 /24, which will result in a continuation of employment for a considerable period of time.

The result of this is that there will be no energy creation in the Hunterston peninsula and should eventually be returned to its natural state.

Hunterston Port Facility;

All bulk handling facility both on land and on the jetty has been removed from the site and Peel Ports are currently trying to attract companies as an Industrial site. For

everything from building HS2 trains to concrete structures for Heathrow expansion and waste recycling – More pollution - Peel ports also are not making any attempt to clean up the site from its previous use for bulk coal and iron ore. They are looking at whoever takes on a part of the site that they clean it up. Their proposal for dredging and opening up the Rig Construction site to Decommissioning of Oil Rigs has got outline Local Planning consent; however Marine Scotland have supported local groups regarding the effect on the SSSI and have rejected the authority to dredge. The Offshore Wind Turbine Test facility is now vacant and the turbines removed. Scottish Development Agency had endeavoured to get a client over the lifetime of the development and failed. Only SSE and Mitsubishi operated test turbines. Peel Ports also have stated that as they are a port, they can have shipping moored at the jetty for extended periods of time. However, the power supply to the jetty head is not always compatible with vessels that are moored

The Base line for Hunterston Peninsula is that it is declassified as an industrial site and that the current owners clean up the site and revert it to natural habitat.

The ideas and detail included above can be taken into consideration in your deliberations prior to the Draft NPF4 being issued.

Yours faithfully.