

EAST AYRSHIRE COUNCIL

CUMNOCK AREA LOCAL COMMITTEE –13 SEPTEMBER 2001

TRANSPORTATION OF COAL FROM GLENMUCKLOCH OPENCAST COAL SITE

Report by Director of Development Services

1 PURPOSE OF REPORT

- 1.1** To advise the Committee of Scottish Coal's proposals for the transportation of coal from Glenmuckloch Opencast Coal Site, north of Kirkconnel.

2. BACKGROUND

- 2.1** Scottish Coal obtained planning permission from Dumfries and Galloway Council to extract coal from Glenmuckloch Opencast Coal Site on 23 November 2000. It is still subject to a Section 75 Agreement.
- 2.2** In their submission, Scottish Coal estimated that some 2M tonnes of coal will be recovered from the site at a rate of 500,000 tonnes per annum. This equates to 160-200 vehicle movements per day via the A76 to and from Scottish Coal's depots at Killoch and Knockshinnoch.
- 2.3** Scottish Coal also obtained planning permission from Dumfries and Galloway Council on 23 November 2000 for a railhead on the Kilmarnock to Dumfries rail line adjacent to Glenmuckloch Opencast Coal Site.

3. TRANSPORTATION OF COAL

- 3.1** Officers from Development Services Department met with representatives from Scottish Coal on 8 March 2001 to discuss their proposals for the transportation of coal from this site.
- 3.2** Scottish Coal advised that they are at present investigating the various options for the railhead at Glenmuckloch. The coal from Glenmuckloch, by virtue of its quality, is likely to be destined for English markets, therefore will be delivered to its destination by rail. The freight haulage cost by rail would be the same whether the rail journey originated at Glenmuckloch, Knockshinnoch or Killoch. It is therefore desirable to load the coal on to rail at Glenmuckloch and eliminate road haulage to Knockshinnoch and Killoch.
- 3.3** Scottish Coal are also investigating the feasibility of transferring coal overland from Glenmuckloch to Grievehill and thereby to the rail terminal at Crowbandsgate, North of New Cumnock.

3.4 Scottish Coal have stated that both environmentally and economically the use of rail for the transportation of coal from Glenmuckloch is the desired option. The chance of road transportation being used is very slim indeed and would only be used as a very last resort.

4. FINANCIAL IMPLICATIONS

4.1 Nil.

5. LEGAL IMPLICATIONS

5.1 Nil.

6 RECOMMENDATIONS

6.1 It is recommended that the Committee notes the contents of this report.

Stephen Chorley
Director of Development Services

JMB/WC
3 August, 2001

BACKGROUND PAPERS

Nil

For further information on the contents of this report please contact John Bryson, Area Engineer (South Area), on 01563 555330.

AGENDA