

**AYRSHIRE JOINT PLANNING STEERING GROUP  
25 NOVEMBER 2010**

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**Glasgow & Clyde Valley Strategic Development Plan – Main Issues Report**

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**PURPOSE OF THE REPORT**

1. To advise the Steering Group of a consultation currently taking place on the Main Issues Report (MIR) stage of the Glasgow and Clyde Valley Strategic Development Plan (GCVSDP) and on any matters arising.

**BACKGROUND**

2. At the end of September 2010 Glasgow and Clyde Valley Strategic Development Planning Authority (GCVSDPA) published an MIR for public consultation. Prior to this consultation the Ayrshire Councils had not been involved or had an opportunity to shape the MIR or its content. The GCVSDP will set the overall direction for development and investment in the Glasgow city-region for the next 25 years. It sets out the big picture and when approved will create the principle for development in the key strategic locations set out in the plan. Once approved it will replace the current Structure Plan. It is therefore important that the three Ayrshire Councils engage with the current consultation on the MIR and with the Strategic Development Plan process in due course. The consultation period has been extended to 4<sup>th</sup> January 2011.

**OVERVIEW**

3. The economy and its impact on population is identified as the key “driver” of change. Essentially the economy is expected to continue restructuring from industrial/manufacturing to services. Significantly the Glasgow city-region will continue to experience jobs growth but not from public service growth as in the past. The main employment growth is expected in business services, distribution, personal services, construction and financial services. Under all scenarios population and households will continue to grow. While this is a continuation of existing trends, expectations are that this is now likely to be at a slower rate, particularly over the next 10 years.
4. Underpinning this growth will be the need to improve access to economic markets by improvements in external connectivity and to increase the economic scale of the region by better connectivity to Edinburgh. Glasgow International Airport is identified as a continuing strategic economic gateway to the 2020’s with High Speed Rail (HSR) terminating in Glasgow from 2025 onwards.
5. The report reaffirms the commitment to promoting the sustainable locations already approved in existing plans. Specifically there is no strategic requirement for additional

land release for private housing and the report identifies the need to resist pressures in the current economic climate for additional green-field land release. Sustainable transport remains the driver of location for housing.

6. The report identifies environmental action as a key issue driven by the needs of climate change mitigation, EU derived environmental legislation and the greater recognition of the environment as a major economic asset. The need to meet increasingly challenging statutory requirements across a range of environmental issues will underpin this as a continuing priority.

## **KEY ISSUES FOR AYRSHIRE**

7. There are a number of issues arising out of the MIR around which the Ayrshire Councils may wish to respond:
  - Ayrshire has key functional linkage – economic, connectivity, social, cultural and environmental - with the Glasgow City Region which do not appear to have been taken into account and which need to be recognised in the MIR and SDP
  - Ayrshire’s role in adding to the critical economic mass of the Glasgow conurbation should be recognised in the same way as Edinburgh which is fully acknowledged as an opportunity to be developed.
  - Ayrshire’s towns are part of the network of strategic centres which act as foci for economic activity based on their sustainable accessibility via the SPT suburban rail network centred on Glasgow City Centre.
  - Any consideration of sustainable transport links to a new HSR Terminal must include direct Ayrshire rail links.
  - Glasgow & Clyde Valley Green Network and woodland planting needs to be integrated with an Ayrshire Green Network as part of Central Scotland Green Network which is recognised as a National Development in NPF2.
  - The MIR fails to identify the dependence of the Glasgow city region on the ecosystem goods and services provided by the natural environment in the wider hinterland including Ayrshire.
  - Ayrshire already plays a key role in external connectivity to economic markets for Scotland and the West of Scotland and provides potential for significant enhancement of this role for both passengers and freight in the future.
  - In particular Glasgow Prestwick Airport already offers sustainable transport connections to existing aviation infrastructure capacity which offers passenger, freight, logistics and aerospace opportunities of significance to the Glasgow city-region and Scotland as recognised in current Aviation policy.
  - The MIR acknowledges the danger of the retail role of some centres impacting on other centres and sustainability targets. As this could include adverse impacts on

centres in Ayrshire consideration should be given to including relevant parts of Ayrshire in the proposed Strategic Level Retail Capacity Assessment.

- Based on the 2009, West of Scotland Conurbation Public Transport Study, the MIR promotes developing and enhancing City Centre core linkages by all public transport to the wider conurbation and to HSR. It will be essential that the wider links to Ayrshire contained in that study are recognised and that Ayrshire is fully included in any improvements to sustainable integrated mass transit to the Glasgow City Region.
- The MIR recognises a specific need to identify additional sand and gravel supplies which are currently limited and may act as a potential constraint on future economic development. If suitable sources cannot be identified locally this may have implications for additional extraction in Ayrshire.
- The MIR advocates a continuation of existing search area led policies for large scale wind farms which are in line with previous plans. Given the location of these Broad Areas of Search, concerns raised previously regarding issues of cumulative impact still remain, particularly in relation to those search areas adjacent to the East Ayrshire boundary such as the Muirkirk Uplands. Matters of cumulative impact are significant and as such need to be addressed at the strategic level through the SDP and not left to resolution through local development plans and supplementary planning guidance.

## **RECOMMENDATION**

8. The Ayrshire Joint Planning Steering Group is asked to note the contents of this report and remit the issues raised to the TMT for consideration as the basis of a joint response to the GCVSDP Main Issues Report Consultation from the Ayrshire Councils.

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