

AYRSHIRE JOINT STRUCTURE PLAN AND TRANSPORTATION COMMITTEE.

Minutes of meeting in Municipal Chambers, Links Road, Prestwick on
3rd December 2004 at 2.00 p.m.

Present: Councillors Helen Moonie (Chair) and Margaret Toner (South Ayrshire Council);
Councillors Robert McDill and George Smith (East Ayrshire Council); and
Councillor Tom Barr (North Ayrshire Council).

Apologies: Councillors Eddie Bulik and Robert Campbell (South Ayrshire Council);
Councillors James Raymond and Eric Ross (East Ayrshire Council); and
Councillors John Moffat, David Munn and John Reid (North Ayrshire Council).

Attending: I. McLarty, Head of Planning and Building Standards; K. Murray, Head of
Strategy and Design Services; R. McVeigh, Transportation Manager (South
Ayrshire Council); A. Neish, Head of Planning and Building Control; and
J. Kane, Head of Roads and Transportation; B. Forrest, Planning Services
Manager and J. Mason, Principal Engineer, Traffic and Lighting (North Ayrshire
Council); and I. Johnson, Structure Plan Manager; and J. Esslemont, Senior
Policy Advisor (Ayrshire Joint Structure Plan and Transportation Team).

Also Attending: A. Gibson, Committee Administrative Officer and I. Campbell, WESTRANS.

1. Minutes of the previous meeting.

The Minutes of the Ayrshire Joint Structure Plan and Transportation Committee of
3rd September 2004 (issued) were submitted and approved.

2. Matters arising.

With reference to

- (1) item 4 on Page 2 bearing the rubric "Investing in Water Services 2006-2014
(The Quality Standards III Project) and Paying for Water Services 2006-2010: A
Consultation on the Principles of Charging for Water Services" when it had been
agreed that the Structure Plan Manager prepare a detailed case for additional
resources to be made available to Scottish Water to resolve the pressing
infrastructure capacity issues that were limiting development in major parts of
Ayrshire and to agree an appropriate campaign, the Committee noted
 - (a) that he had requested Scottish Water to submit an indication of the
resources required, prior to contacting the three Ayrshire Authorities; and
 - (b) that the matter be reported back to this Committee at a later date; and
- (2) that item 7 on Page 4 bearing the rubric "Green Jobs Strategy Consultation", the
Committee noted that Scottish Enterprise Ayrshire were keen for a Green Jobs
strategy to be brought forward.

3. Minutes of the Ayrshire Joint Structure Plan and Transportation Sub-Committee.

The Minutes of the Ayrshire Joint Structure Plan and Transportation Sub-Committee of 12th October 2004 (issued) were submitted and approved.

4. Ayrshire Joint Structure Plan 2025: Update on Progress.

With reference to the Minutes of 3rd September 2004 (Page 1, paragraph 2), there was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) updating on progress in developing the Ayrshire Joint Structure Plan 2025;
- (2) detailing the results of the consultation undertaken; and
- (3) concluding that an informal Chair's panel would have its first meeting in January 2005 to start to resolve any remaining issues, prior to the finalisation of the Plan.

Decided: to note the content of the report.

5. Sustainability Appraisal Group Report.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) advising
 - (a) that it had been decided to undertake a Sustainability Appraisal (SA) of the Structure Plan, and for a Sustainability appraisal Group to operate in tandem with it; and
 - (b) that the aim of the SA was to provide a transparent and objective way of testing the Plan's contribution to sustainable development;
- (2) detailing progress of the SA including the contents of its first report; and
- (3) concluding
 - (a) that it was intended that there would be a second and final report from the Group when the finalised Structure Plan had been prepared in draft;
 - (b) that the Sustainability Appraisal had proved to be a useful tool for examining a wide range of issues across the Structure Plan;
 - (c) that these viewpoints had provided a steer to the Structure Plan Team as the process developed; and
 - (d) that the first report from the Sustainability Appraisal Group would feed into further changes to the Ayrshire Joint Structure Plan.

Decided: to note the content of the report.

6. Presentation by SPT on Glasgow Airport Rail Link.

The Committee welcomed Mr. Halliday, SPT (in attendance for this item only) who gave a presentation on the Glasgow Airport Rail Link, which was scheduled to be in operation by late 2008.

Decided: following a number of questions from the Committee, he was thanked for his presentation.

Councillor Smith (East Ayrshire Council) left the meeting during discussion of the previous item.

7. Draft Ayrshire Housing Land Supply Audit 2004 to 2011.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

(1) advising

- (a) that there had been changes in the housing land supply for Ayrshire during the period from March 2003 to March 2004;
- (b) that Scottish Planning Policy 3: Planning for Housing and Planning Advice Note 38, Housing Land (revised 2003) recommend that an audit of land available for housing development be undertaken on an annual basis;
- (c) that Planning Authorities had been advised to ensure that there was a minimum five year supply of housing land that was 'effective' and that it would require to be agreed by all relevant parties (local authorities, the house building industry, infrastructure providers and Communities Scotland); and
- (d) that this report presented an analysis of the draft audit for the period 2004 to 2011 which had been forwarded to Homes for Scotland (representing the house-building industry), Scottish Water and Communities Scotland for comment; and

(2) detailing a full summary of the audit.

Decided: to note the contents of the report.

8. Renewable Energy – Commercial Windfarms in Ayrshire.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

(1) advising

- (a) that the Scottish Executive was committed to working toward 40% of Scottish Electricity being generated from renewable sources by 2020 with this target being driven by a need to reduce carbon emissions and to address climate change issues;
- (b) that the use of renewable sources of energy also created greater diversity and energy mix, which were important as fossil fuels depleted and uncertainties existed over the source of future energy supplies;
- (c) that as part of the commitment NPPG6 "Renewable Energy Development" set out guidance on the planning for renewable energy in Scotland;
- (d) that a key component of this guidance was the need for development plans to provide a positive framework toward renewable energy development; and
- (e) that the Executive had recently given a commitment as a response to a recent report by the Enterprise and Culture Committee of the Parliament to undertake of review of this guidance in the 2005/06 period; and

(2) concluding

- (a) that whilst it was recognised that Ayrshire did have the potential to generate energy from a wide range of renewable sources, the form and scale of current proposals did raise a number of issues;
- (b) that these issues had been highlighted in responses during the consultation period to the Structure Plan and include conflict with economic, community and environmental interests; and
- (c) that consideration on what further steps could be taken to promote renewable energy whilst ensuring economic, environmental, and community interests were adequately safeguarded was the subject of work being undertaken jointly by the three Councils in Ayrshire as part of the preparation of the replacement Structure Plan.

Decided: to note the contents of the report.

9. **Scottish Coastal Forum's "A Strategy for Scotland's Coast and Inshore Waters"**.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) advising
 - (a) that there was currently significant political interest in the marine environment which particularly centred around implementing the EU recommendation on Integrated Coastal Zone Management (ICZM), which required Member States to draw up national strategies for ICZM;
 - (b) that ICZM aimed to rationalise the management of the coast and marine areas and generally took the form of a planning system covering coastal waters; and
 - (c) that the Scottish Executive was currently seeking views on the Scottish Coastal Forum's report namely "A Strategy for Scotland's Coast and Inshore Waters" which may be adopted, with some amendments, as the Executive's Scottish Coastal Strategy, with an accompanying implementation plan;
- (2) detailing the implications for Ayrshire; and
- (3) concluding
 - (a) that if implemented, the proposals in the Strategy would hail a radical shift in the planning system;
 - (b) that they had the potential to make planning more comprehensive by incorporating the marine coastal area out to twelve miles, which had many interactions with the terrestrial coast;
 - (c) that the UK had to report back to the European Union on what it is doing to implement Integrated Coastal Zone Management by 2006, so it was likely that the initial stages of putting the process into effect would come reasonably soon; and
 - (d) that the more fundamental changes to the planning system, including the legislation requiring local authorities to prepare statutory coastal plans, would certainly take some time to put in place.

Decided: to agree that Appendix 1 of the report from the Structure Plan Manager's response to the Scottish Executive consultation, namely 'A Strategy for Scotland's Coast and Inshore Waters'.

10. Ayrshire and Arran Woodland Partnership: Progress Report.

With reference to the Minutes of 4th June 2004 (Page 6, paragraph 10), there was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) advising
 - (a) that the key role of the Ayrshire and Arran Woodland Partnership was to develop an Action Plan to promote and support the delivery of the Ayrshire and Arran Woodland Strategy; and
 - (b) that it had been agreed that the Action Plan would include activities to deliver both cross-cutting objectives (e.g. generic promotion) and strategic objectives (e.g. specific support to strategy objectives);
- (2) detailing the progress in developing the Partnership; and
- (3) concluding
 - (a) that the Partnership had adopted the vision statement from the Woodland Strategy and, therefore, endeavoured to promote the contribution of woodlands to the sustainable development of Ayrshire and Arran; and
 - (b) that in order to achieve this a balance would require to be reached between broad strategic promotion and specific project implementation.

Decided: to note the contents of the report.

11. Glasgow Airport Rail Link Consultation.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) advising
 - (a) that a consultation exercise was being undertaken by Strathclyde Passenger Transport (SPT) regarding the Glasgow Airport Rail Link (GARL) project and the implications this would have for the rail service in Ayrshire;
 - (b) that the Scottish Executive had commissioned a feasibility study into creating rail links to Glasgow and Edinburgh Airports in December 2001 which had reported in February 2003;
 - (c) that in August 2003, SPT had been awarded £3m by the Scottish Executive to develop the GARL project to a parliamentary bill, which was required for new rail schemes;

- (d) that as part of this process SPT was now undertaking a consultation on the scheme, with responses required by 11th February 2005;
- (e) that the GARL project would introduce a direct rail service between Glasgow Central and Glasgow Airport which would involve the upgrading of some existing track between Shields Junction and Paisley Gilmour Street as well as the creation of a new spur to Glasgow Airport just east of Paisley St. James Station;
- (f) that the estimated cost of this project was £140m with funding likely to be provided jointly by SPT and the Scottish Executive; and
- (g) that the project was designed to:-
 - (i) alleviate congestion on the M8 and accommodate the projected growth to over 15 million passengers by 2030 at Glasgow International Airport; and
 - (ii) foster economic development in the West of Scotland by making it more attractive for inward investment; and
- (2) detailing the consultation that would be undertaken by SPT in respect of this proposal.

Decided: to agree

- (A) that the contents of the report form the views of this Committee on the proposed Glasgow Airport Rail Link;
- (B) that the Structure Plan Manager forward the report to the three Ayrshire Councils for their inclusion in individual responses and to Ayrshire Economic Forum and WESTRANS for their information; and
- (C) that the Structure Plan Manager seek clarification of the issues raised by this consultation and report back to a future meeting accordingly.

12. Scotland's Transport Future: Proposals for Statutory Regional Transport Partnerships.

There was submitted a report (issued) of November 2004 by the Structure Plan Manager

- (1) advising
 - (a) that the Scottish Executive had published the "Scotland's Transport Future" White Paper in June 2004 which had brought forward proposals to introduce a new National Transport Agency as well as statutory Regional Transport Partnerships (RTP);

- (b) that the White Paper had also committed to consultation on the arrangements for the new statutory RTPs with the Scottish Executive consequently publishing the aforementioned paper for this purpose;
 - (c) that there were currently four voluntary RTPs across Scotland with the Ayrshire local authorities being members of the West of Scotland Transport Partnership (Westrans); and
 - (d) that North Ayrshire Council was also a member of the Highlands and Islands Strategic Transport Partnership (Hitrans) due to the common interests shared with this region by the islands of Arran and the Cumbraes; and
- (2) concluding
- (a) that the implementation of statutory Regional Transport Partnerships would have implications for the way strategic transport planning and delivery was undertaken and this would be for the Councils to address;
 - (b) that Councils might wish to take up the issue of how transport strategies and the planning system interacted as the mechanism available was far from clear; and
 - (c) that in defining an appropriate process for regional transport partnership working and strategy development much could be achieved by land use planning reducing the need to travel through locational policies and by locating significant travel generating uses in accessible areas.

Decided: to agree that the Structure Plan Manager forward the comments, as detailed in the report, to the three Ayrshire Authorities for incorporation into their own responses to the Consultation on Regional Transport Partnerships.

13. Date of Next Meeting.

The Committee noted that the next meeting would take place on Friday, 4th March 2005 at 2.00 p.m.

The meeting ended at 4.05 p.m.