

AYRSHIRE JOINT STRUCTURE PLAN 2025

COMMENTS ON ISSUES LEAFLET

Respondent	Comment
BAE Systems (per ATIS REAL Weatheralls Limited)	<ul style="list-style-type: none">• Need to recognise the continued importance of Glasgow Prestwick International Airport and its expansion for freight.• Requirement for local plans to identify boundaries and the allocation of sufficient land to meet expansion requirements.• Land in the vicinity has become surplus to requirements of GPIA/BAE Systems and should allow other forms of non airport/aircraft related development (eg housing).• Need for road improvements: Improved access to the port of Troon<ul style="list-style-type: none">○ Improved access to M74/M6○ Improved immediate access to A77/M77 access.• Action required to deal with water and sewerage infrastructure/flooding to north of GPIA.• New AJSP should continue policies in existing plan T5, T6, T8,T9,W3 and W4.• Need for transport modelling in vicinity of GPIA to improve accessibility.• Need for assessment of retail floorspace in Ayrshire including potential of retailing at GPIA.
Ayrshire & Arran NHS Board	<ul style="list-style-type: none">• Key is to recognise health board design of services as “hub and spoke network” to centralise services.

	<ul style="list-style-type: none"> • Need to consider transport impact • Importance of predicted population estimates on new housing and services. • Need to link to Community Plans.
Barton Willmore Planning Partnership	<ul style="list-style-type: none"> • Keep advised of progress.
British Geological Survey	<ul style="list-style-type: none"> • Mineral resources essential to sustainable local development therefore inclusion in plans is essential - BGS keeps an up-to-date register of this material. • Need to improve recognition of geological sites and landscapes particularly on the coast. • Recognise importance of local stone for building and the underlying geology as an important basis for new housing locations. • Importance of geological evidence for expansion areas. • Need to protect groundwater. • Need to understand concept of “geodiversity”.
James Brown	<ul style="list-style-type: none"> • Need for a Maybole by-pass. • Importance of the area around Crossraguel Abbey and Baltersan Castle for road improvement and tourism development.

<p>Clyde Muirshiel Park Authority</p>	<ul style="list-style-type: none"> • In general policies should seek to protect and enhance the Park through sustainable development. • New access legislation may lead to the growth of tourism businesses in the countryside. • AJSP must have robust policies on renewable energy. • Need to recognise fragile upland eco-systems of the Park – particularly heather moorland and blanket bog – in planning process. • There should be a presumption against new communities in the area of the Park. • Important to recognise woodland structure. • Link with surrounding authorities to ensure consistency of approach.
<p>Development Planning Partnership</p>	<ul style="list-style-type: none"> • Suggested development proposals at North West Kilmarnock
<p>Farlie Community Council</p>	<p>NB Comments seem to relate to new consultation draft plan accessed from web-site not Issues Paper.</p> <ul style="list-style-type: none"> • Concern over relationship between economic development, tourism and the environment, particularly at Hunterston and the issue of windfarms. • Need to focus on recreation, leisure and tourism – cf. Lake Garda, Italy.
<p>Forestry & Timber Association</p>	<ul style="list-style-type: none"> • Ensure work on Ayrshire and Arran Woodland Strategy not lost.

<p>Phil Gallie MSP</p>	<ul style="list-style-type: none"> • Effort needed to create both sustainability and further development. • Need to upgrade A70 between Cumnock and Douglas. • Need to improve A77 particularly at Maybole and Girvan – including Maybole Bypass. • Importance of link to economic development strategy – particularly Hunterston deep water facility. • Need for a new nuclear power station possibly at existing site at Hunterston. • Importance of tourism in general – care particularly needed at the coast. • Need to consider retailing in general and the balance between out-of-centre retail parks and town centres – there can be a place for the former; in Ayr(?) • Importance of leisure facilities. • Important to gain improvement to rail services particularly for GPIA – seek to provide Glasgow cross-city link. • Importance of a structured “clean-up” to environment and facilities along transport routes.
<p>Garden History Society</p>	<ul style="list-style-type: none"> • Concern over lack of recognition of historic and designed landscapes.
<p>Samuel Gardiner</p>	<ul style="list-style-type: none"> • Need to attract small/medium businesses to industrial land in Tarbolton. • Lack of housing land in Tarbolton. • Nationalise and subsidise transport and utilities. • More investment in wind/wave energy and small scale renewable energy projects. • Importance of rural areas to Ayrshire’s future and the need to consult.

General Aviation Awareness Council	<ul style="list-style-type: none"> • Need to consider paras 67-69 of NPPG 17 Transport and Planning.
CG Property (Per G L Hearn Limited)	<ul style="list-style-type: none"> • Would wish to assist in the identification of potential housing opportunities
Griffith, Roger	<ul style="list-style-type: none"> • Need to improve the rail line and services from Kilmarnock to Glasgow and around Kilmarnock. • Need to recognise Ayrshire Biological Records centre. • Need to deal effectively with windfarms. • Need to improve re-cycling efforts. • Natural environment must be protected.

<p>Glasgow Prestwick International Airport (Per GVA Grimley)</p>	<ul style="list-style-type: none"> • The major significance to Ayrshire of GPIA for broader economic prosperity both locally and nationally (by 2030 GPIA could support 20,000 jobs and £1 billion to Scottish Economy). • Need to protect airport expansion and investment strategy. • Improvements to Ayr-Glasgow rail line required to assist airport rail link. • Need for improvement of A77/A79 Junction to provide direct access to GPIA. • Need for multi-modal freight interchange to be evaluated linking road, rail sea and air. • Possible sites for housing expansion on GPIA-owned land at Monkton.
<p>Health & Safety Executive</p>	<ul style="list-style-type: none"> • Awareness of large number of hazard sites and pipelines in Ayrshire that requires consultation with HSE at proposals stage.
<p>Homes for Scotland</p>	<ul style="list-style-type: none"> • New structure plans should take pro-active stance on economic development, particularly around GPIA and the main towns. • Need to identify transport corridors and transport infrastructure which offer potential to attract employment to Ayrshire or facilitate residents of Ayrshire to work or conduct business in other areas. • Main growth focus should be on three main towns, but there are opportunities on rail lines and smaller communities. • Need to accept managed decline in some parts of Ayrshire. • Emerging shortfall of housing land requires new approaches to the balance of supply and demand and to environmental policies.

	<ul style="list-style-type: none"> • Proposed housing might be linked to accessibility to Glasgow and therefore targeted at North and East Ayrshire. • Requirement for long-term certainty in housing land release. • Service infrastructure is important to delivery. • Need to establish a more permissive policy for rural housing.
Irvine Community Council	<ul style="list-style-type: none"> • General agreement with issues; but • Need to set up a meeting for community councils to discuss how to participate constructively.
Alexanders Sawmills Ltd (per James Barr)	<ul style="list-style-type: none"> • Land and property interests at Heathfield suitable for mixed use and in particular a “bulky goods” type retail development without damaging Ayr Town Centre. • Investment would allow facilitation of relocation to Troon Harbour and assist in improving the economy.
AWG Residential Ltd and James Craig Ltd (per James Barr)	<ul style="list-style-type: none"> • Land and property interests at Holmston, Ayr, suitable for residential development.

John Thomson Construction Limited (per James Barr)	<ul style="list-style-type: none"> • Need to recognise the various development pressures currently being experienced on the Isle of Arran – particularly with regard to housing land. • Liaison requested over land bank holdings at the time of consultation draft. • Planning policies should be in line with Argyll and Bute Structure Plan as Arran is unique in Ayrshire and policies are considered too restrictive.
JMP Consultants Ltd	<ul style="list-style-type: none"> • Appointed as term consultant to Scottish Executive – Trunk Road Management Division to provide advice and assistance in relation to development affecting the trunk road network.
Kennedy, Helen	<ul style="list-style-type: none"> • Copy of draft document requested
Taylor Woodrow Developments (per Keppie Planning)	<ul style="list-style-type: none"> • Land and property interests at Treesbank, Kilmarnock suitable for residential development.
John MacColl	<ul style="list-style-type: none"> • Land and property interests at Kerelaw Mains, Stevenston suitable for residential development.
Ms. M. MacSkimming	<ul style="list-style-type: none"> • Lack of workshop accommodation for plumbers, joiners and electrical trades – possible site in Carven Road, Stevenston. • Need to improve land at “bottom” of Stevenston.

Mappin Planning & Development	<ul style="list-style-type: none"> • Represent clients with land and property interests at Saltcoats suitable for new residential development.
County Properties (Northern) Limited (per Montague Evans)	<ul style="list-style-type: none"> • Ask AJSP to consider the function and importance of existing retail centres – particularly district and neighbourhood centres.
Moscow & Waterside Community Council	<ul style="list-style-type: none"> • Need to consider community facilities when planning new housing development. • Importance of rural bus services.
National Farmers Union of Scotland	<ul style="list-style-type: none"> • Need to return the countryside to something more pleasing to the eye than forestry and opencast coal operations. • Long term plan must utilise very poor land to maximum effect eg. hardwood planting. • Countryside has got to be preserved in its present form with as little urban pollution as possible. • Careful thought should go in to the positioning of windfarms. • Housing in the green belt kept to a minimum but not excluded completely. • Consideration given to lowland crofting.

North Ayrshire Council (Councillor Margaret Currie)	<ul style="list-style-type: none"> • Additional land requires to be released on Isle Of Arran for residential development for both second homes, retirement and the local population.
NPL Estates	<ul style="list-style-type: none"> • Major developer and landowner of land and property at Ardeer suitable for a major development opportunity.
Sandra Osborne MP	<ul style="list-style-type: none"> • Wish to be kept informed of progress.
Renfrewshire Council	<ul style="list-style-type: none"> • Wish to see compatibility between Ayrshire Joint Structure Plan and the Glasgow and Clyde Valley Joint Structure Plan in terms of aims and objectives. • Ensure a strategic approach to windfarm development in Clyde Muirshiel Regional Park. • Need to ensure links to cross-boundary green networks. • Request for information about changes to minerals policy. • Emerging concern for infrastructure and the definition of a common approach.
British Telecommunications Plc (per RPS Consultants)	<ul style="list-style-type: none"> • BT seek the introduction of a forward policy to allow reuse/redevelopment of established utility sites. • Wishes a less restrictive land use zoning policy. • New structure plan should respect sentiments of NPPG2. • New structure plan should include a telecommunications policy.

<p>North Kilmarnock Landowners Group (per RPS Group PLC)</p>	<ul style="list-style-type: none"> • Represent clients with a major land and property interest in North Kilmarnock suitable for a major gateway development for housing, business park and retailing. • New structure plan should focus on jobs, homes and transport with the fundamental issues being infrastructure capacity and integrated transport. • Importance of economies of scale in development proposals to address infrastructure issues and improve service provision, however this should not be promoted against the requirements of market demand. • Important to expand existing settlements rather than develop new communities. • Structure Plan must achieve a clear balance in future investment in public and private transport provision with the balance in favour of public transport opportunities. • New development must be in sustainable locations readily accessible by car and public transport.
<p>Taylor Woodrow Developments, CALA Homes and Lynch Developments (per RPS Consultants)</p>	<ul style="list-style-type: none"> • Clients represent a consortium of developers promoting the release of houses, business park, new district centre and rail halt at South East Ayr. • New structure plan should focus on jobs, homes and transport in a quality environment. • New structure plan has to have a clear vision based on SPP1, SPP2 and SPP3. • There are a number of fundamental issues to be considered – assessment of strategic housing requirements, infrastructure capacity, integrated transport and green belt and countryside. • Clarification sought on methodology to be adopted to assess future strategic housing needs and potential supply.

	<ul style="list-style-type: none"> • Future requirements for private/market housing should be assessed separately from affordable housing. • New structure plan should be aspirational in its aims for growth, and make realistic assessments of the effective land supply. • Need for partnership working between developers and infrastructure/service providers. • Importance of economies in scale in development proposals to address infrastructure issues and improve service provision, however this should not be promoted against the requirements of market demand. • Important to expand existing settlements rather than develop new communities. • Need for specific reference and endorsement to specific development opportunities such as South East Ayr. • New development needs to be in sustainable locations accesible by public transport and car, and emphasise co-ordinated approach. • Clear balance required between public and private transport, with the balance in favour of public transport. • Adoption of a flexible approach to green belt and countryside boundaries.
John Scott MSP	<ul style="list-style-type: none"> • Balanced approach needs to be taken to the encouragement of major retail developments outside town centres, but also that any expansion does not undermine existing town centres. • Concern over the impact of infrastructure issues and its effect on potential housing release areas. • Suggest particular attention paid to housing in the countryside with a less restrictive attitude towards development – but not in areas of high quality landscape. • Importance of using derelict land within or on the fringes of town centres.

	<ul style="list-style-type: none"> • Need for further improvements to A77 between Fenwick and Ayr. • Need to put pressure on SRA to invest further in Ayr-Glasgow rail line, particularly in relation to GPIA. • Whilst sympathetic to reducing the reliance on the private car, travel by car will remain the preferred alternative for many journeys and policies must be geared to this.
Scottish Agricultural College	<ul style="list-style-type: none"> • Wish to be informed of future progress in order to respond fully at consultation stage.
Scottish Association for Public Transport	<ul style="list-style-type: none"> • Need to relate to the new proposals for city region plans. • Need to integrate issues of “Economic Prosperity” and “A Green Future” with a sharper focus on movement with proven links to economic development. • Major facilities should either be in town centres or along movement corridor routes. • Need for more land to supply commuter and affordable housing. • Important to ensure in rural Ayrshire locations for housing and employment are within walking distance of public transport networks. • Focus should be on total quality of service rather than infrastructure – particularly to develop a quality bus network. • Need to look at increased and enhanced services in Ardrossan/Ayr/Kilmarnock triangle. • Extension to core bus routes to East Kilbride and “taxibus” demand responsive services in rural areas. • Need to increase capacity on rail routes in ayrshire for both passenger and freight – particularly through routes beyond Glasgow. • Suggested list of proposals pre and post 2010 for both road and rail.

<p>Scottish Coal</p>	<ul style="list-style-type: none"> • Importance of developing renewable energy proposals. • Emphasise local businesses in preference to inward investment utilising natural resources, tourism and leisure. • Balance between expansion of larger towns and the role of smaller rural settlements that could be extended – links to local employment and harnessing natural resources. • Opportunities to promote enhanced transport links to rural communities should be developed. • Need to include a renewable energy strategy with emphasis on locally produced fuels. • Need to consider broader diversification issues in the rural economy.
<p>Scottish Enterprise Ayrshire</p>	<ul style="list-style-type: none"> • Structural imbalance between supply of industrial land and buildings and supply – need for a strategic view on surplus stock. • Need to encourage early adoption of economic development objectives into mixed use development. • One of Ayrshire’s key strengths is the rural environment which has considerable development potential but is constrained by conservation agenda – needs to be a better balance. • Robust planning framework needed for windfarms. • Need to maximise the development potential of the coastal zone. • There is a need to develop the housing market through an increase in volume housing market build rate and more innovative forms of housing capable of attracting new residents – particularly the use of niche markets. • Growth of GPIA will require additional road and rail infrastructure development

Scottish Natural Heritage	<ul style="list-style-type: none">• SNH would support a plan which promotes sustainable communities with emphasis on the maintenance and enhancement of environmental quality and social justice – based on high quality landscapes and seascapes, promotion of biodiversity and access to greenspace and countryside.• Need to consider relationship to SNH “Natural Heritage Futures” work.• Plan should be similar in style to previous structure plan.• Need to develop a more specific minerals policy perhaps through strategic minerals plan.• Requirement for policies on greenspace and tourism.• Need to balance economic development with transport infrastructure improvement and the natural environment.• Policies should be included that promote green networks and core path networks.• New housing allocations should contribute to delivering successful places through sustainable transport, access to greenspace, landscape character, energy efficiency and good design.• Need to retain policies that protect designated sites and biodiversity.• Need to ensure that landscape/seascape issues are fully taken into account in all development.• Concern over policies relating to current structure plan on sensitive landscape areas.• Support policies on historic gardens and designed landscapes.• Need to consider policies on drainage and flooding including SUDS.• Need for a clear policy statement on the coastal zone.• Rural development should promote and enhance sustainable transport, energy efficiency, tourism and and natural heritage based employment and community well-being.• Need for a discrete renewable energy policy.
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Scottish Power	<ul style="list-style-type: none"> • Wish to be included in consultation process, particularly on a renewable energy strategy.
South Lanarkshire Council (Planning, Building Control and Estates Services)	<ul style="list-style-type: none"> • Need to consider cross-boundary issues relating to wind energy development, housing and industrial land supply, strategic infrastructure developments and the protection of strategic environmental resources.
Sportscotland	<ul style="list-style-type: none"> • Structure plan should contain guidance for local plans on dealing with open space, sport and physical recreation.
Strathclyde Passenger Transport Executive	<ul style="list-style-type: none"> • Meeting requested (held April 2004) to discuss matters of mutual interest. • Require to be kept fully informed of proposals and how they relate to transport issues as the plan develops.
Turley Associates	<ul style="list-style-type: none"> • Act for client with land holding in Ayrshire. • Need to bring forward housing policies against background of SPP3. • Vital that structure plan allocates land for housing beyond that demonstrated from demand calculations. • Concern over housing land imbalance between East Ayrshire and North and South Ayrshire with more limited range of housing opportunities.

Wilmot, Andrew	<ul style="list-style-type: none">• Problem of timber extraction is a major concern in Straiton and the effect on the road system and community development.• Consider transfer of timber from road to rail with new railhead at Barrhill and link road to Loch Doon and A713.
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