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**To:** "Structure Plan Team" <AJSPmail@south-ayrshire.gov.uk>  
**Date:** 30 August 2004 14:45:57  
**Subject:** Comments/ Growing Ayrshire. South Ayrshire Council. Conservative Group.

In general terms it is a good pro-active forward thinking planning document based on the eminently reasonable of who do the Ayrshire's maintain their current population level by encouraging and harnessing growth in the best way. Looking at the document holistically we believe that it is refreshing to see some enlightened positive planning which has to be commended.

Question 1.

If we agree to the statement that we wish 'a growing sustainable economy then are we selling ourselves short by not having the same aspiration for our future population figures.

Question 2.

For us 2.11 just about sums it up. We believe that given this area has become more attractive coupled with the upgrade of the A77 we could easily buck the nation trend in population decline. You would seem to partially acknowledge that through the building of an additional 35,000 houses in the three regions up to 2025, 25,000 of which are as yet unzoned or allocated. We believe that the Scottish executive is correct in recognising that for some areas it may be more relevant to base the plan on local circumstances. In our case this trend is most defiantly not acceptable.

Question 3.

More robust wording on first one. Lack of any progress on upgrading the A70 tells it own story on fifth one.

Question 4.

Agree that Hunterston has great potential for further development. Distinct lack of deep water ports in Northern Europe. Road and even rail links would need substantial upgrading though the 'three towns' by-pass will make a significant contribution. This will only be of any real benefit if the A70 is upgraded along with appropriate by-passes. Further work needs to be done on drawing out the potential of the ports of Ayr and Troon. Linked with the Airport there is much more synergistic potential to be realised. We have some doubt's over the Kilmarnock valley proposals being a priority. Suggest that the impact of the South Glasgow Orbital route should be assessed prior to this development.

Question 5.

2.26 seems very admirable. Is it realistic to think it is achievable ? In 2.27 , given that some of these lines are working to full capacity already. Ayr to Glasgow is we believe running nearly 1,100 traffic movements per week. What thought has been given to long term upgrades for the most critical corridors?

Question 7.

Agree in principal but given that we have breached ( in principal ) the constraints of not building beyond the A77 at Ayr there needs to be a recognition that Ayr is the principal county town and on that basis more emphasis should be placed on that fact.

Question 10.

We believe that a strong SPP 15 will address this issue.

Question.

A great deal of traffic that passes through Coylton is either commuter/ shopping

traffic coming into the Ayr area. It may well be worth looking at the feasibility of a rail link from east of Ayrshire to Ayr. With SE Ayr in cold storage there seems no chance of the Ayr hospital rail extension.

Question 13.

We believe there should be a degree of flexibility in future planning. 3.11 sums up the issues that will challenge us in the years ahead.

Question 14.

The key to delivering affordable housing is to have a coherent, sustainable and most importantly a deliverable policy. It is very important that all three councils are comfortable with each others policies on this subject. Policies have to be very carefully thought through. One of the major problems with locking in percentages into new developments is that if you ask for 40% of the development for in our case social rented housing then the other 60% have to subsidise the rented houses. The flaw and indeed the great danger for your projected building figures is that if the developer finds that the extra load on the 'non affordable' houses put them out of the market. If he can't sell, he won't build-- we get neither the normal houses or the subsidised tranche. SPP3 makes it quite clear that there has to be a multiple track approach in delivering a wide range of affordable housing. You go down the singly track at your peril.

Question 16.

3.30 shows that considerable monitoring will need to be done. We agree that complementary policies rather than competitive would be the best way forward, but in the real world it is 'dog eat dog'. People travel considerable distances to a particular place. You only need to watch the buses that leave from the ferry terminal at Troon taking passengers up to the Breahead Centre. Good business for Sea Cat and P&O but nothing else comes into the Ayrshire economy.

Question 17.

Better rail heads nearer to the main forest areas.

Question 20.

We believe that the document covers most of the strategic issues. There may well be new opportunities in water/ wind related tourist attractions. A major international festival of wind and water is taking place in next year in Troon. In conjunction with A&A Tourist Board we have to keep looking at every new opportunity.

Question 24.

We should be looking at a joint long term strategy on coastal and tidal river defence. There is considerable new thinking on strand line ecology and natural dune defences. We should be pooling all of the information into a singly body.

There may well be late supplementary's. I would hope you may except them if even only over the next week.

Clr. Peter J. Convery