

**AYRSHIRE JOINT STRUCTURE PLAN AND TRANSPORTATION COMMITTEE
23 MARCH 2001**

Glasgow & Clyde Valley Structure Plan 2000 – Draft Modifications

PURPOSE OF REPORT

- 1 To advise the Committee of the modifications proposed by the Scottish Ministers to the Structure Plan covering the Glasgow & Clyde Valley area.

BACKGROUND

- 2 The Scottish Ministers notified the Glasgow & Clyde Valley Structure Plan Joint Liaison Committee and the respective authorities within this area of modifications which they propose to make to the Glasgow & Clyde Valley Structure Plan 2000. Objections to the proposed modifications require to be forwarded to the Scottish Executive Development Department by 30 March 2001. The Scottish Ministers propose a total of 62 modifications. While many of these are of a textual nature the following issues are of significance to Ayrshire and require comment.

COMMENTS ON PROPOSED MODIFICATIONS

- 3 Transport
 - (i) Modification 20 - Schedule 4(ii) - Rail Links

Despite representations made by this Committee to the Scottish Ministers Schedule 4(ii) within the Glasgow & Clyde Valley Structure Plan, which identifies rail priorities in the conurbation area, has not been altered to reflect the significance of the Barrhead/Kilmarnock rail line to the future transport needs of Ayrshire. This appears inconsistent with the importance attached by the Transport Minister when considering this line in conjunction with the A77/M77 corridor study. It is recommended to ministers that they insert an additional modification prior to the approval of the plan to reflect the significance of the Barrhead/Kilmarnock rail link in the infrastructure provision of the West of Scotland.

(ii) Modification 20 - Schedule 4 (b) - addition - (vi) Opportunities for Motorway Service Areas

The Ministers have added to Schedule 4 a list of opportunities for Motorway Service Areas on the:

M80 (Robroyston - Stepps Corridor)
 M8 (East of Glasgow)
 M8 (West of Central Glasgow)
 M77 (South of Central Glasgow)

These locations require to be identified within local plans.

The implication of this modification would be to negate any possibility of a Motorway Service area/Gateway being located north of Kilmarnock and south of East Renfrewshire boundary on the line of the proposed M77. This modification would also prejudice the opportunity already identified in the Finalised East Ayrshire Local Plan for a Motorway Service Area in the Kingswell area, Fenwick. It would also impact on the comment made by the ministers on this issue when approving the Ayrshire Joint Structure Plan. (*National Planning Guidance, NPPG9 states that in general it would not be appropriate for service areas accessible to traffic in the same direction to be closer than 24 Km to each other and larger intervals may be appropriate*).

(iii) Modification 45 - The development of Braehead

When commenting on the submitted Clyde Valley Structure Plan in September 2000 this Committee identified as an issue the impact future development could have on the transport network along the identified "Corridor of Growth". As no evidence was published on this issue in support of the plan and much of the evidence is directly within the remit of the Scottish Executive it was suggested by this Committee that the ability of the strategic road network to cope with levels of demand must be questioned. This concern is now likely to be compounded by proposed *Modification 45* which is unnecessary and creates ambiguity and confusion on the scale of future development proposed in the Braehead Shopping Centre area. This centre is currently having an impact on the traffic flows within the area and on the M8 motorway. Further development within this area and the absence of any substantial funding of significant public transport links, such as a fixed rail/tram link which could mitigate against this growth is likely to compound this issue. Given the significance that the M8 motorway has on the economy of Ayrshire, the lack of clarity in the wording of the proposed text, specifically within the context the town centres identified within the plan, the Committee may wish to express an objection to this modification and suggest the Government consider funding a corridor study to examine the full impact future development could have along the A737/M8 corridor west of Glasgow.

4 Natural Resources

(i) Modification 57- renewable energy

These proposed modifications significantly alter the submitted plan in respect of wind energy. The Scottish Ministers have sought to “import” the wind farm policies which were formulated in the early nineties within the context of the Strathclyde Structure Plan, largely without revision, assuming that they are still applicable. This is clearly not the case given the recent designation of the Muirkirk and North Lowther Uplands Potential Special Protection Area (pSPA) and the recently expressed concerns on the impact wind farm proposals are having on transmitting and receiving systems (see further agenda item on Wind Turbine Farms and Glasgow Prestwick International Airport).

RECOMMENDATIONS

5 It is recommended that the Committee are:

- asked to approve this report as a basis for submitting formal comments to the Scottish Ministers on the Glasgow & Clyde Valley Structure Plan; and
- that the Committee formally object for the reasons outlined in this report to Modifications 20, amendment (b), Modification 45 and Modification 57, amendment (a) and seek an addition to Modification 20, amendment (a) to reflect the significance of the Kilmarnock/Barrhead line.

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