

AYRSHIRE JOINT STRUCTURE PLAN AND TRANSPORTATION COMMITTEE.

Minutes of meeting in the Municipal Chambers, Links Road, Prestwick on
7th September 2001 at 10.00 a.m.

- Present: Councillors Gordon McKenzie (Chair) and Ian Stewart (South Ayrshire Council); Eric Ross and George Smith (East Ayrshire Council); and Thomas Barr and Samuel Gooding (North Ayrshire Council).
- Apologies: Councillors Robert McDowall and Jim Raymond (East Ayrshire Council); David Munn and Robert Reilly (North Ayrshire Council) and Margaret Toner and Paul Torrance (South Ayrshire Council).
- Attending: A. Neish, Head of Planning and Building Control; Jim Kane, Head of Roads and Transportation (East Ayrshire Council); R. Forrest, Principal Planning Officer; and J. Mason, Principal Engineer (Traffic and Lighting) (North Ayrshire Council); and I. McLarty, Head of Planning, Building Control and Licensing; D. McIntyre, Principal Engineer (Traffic and Transportation) and A. Gibson, Committee Administrative Officer (South Ayrshire Council); Ian Johnson, Ayrshire Joint Structure Plan and Transportation Manager; and John Esslemont, Senior Policy Adviser (Ayrshire Joint Structure Plan and Transportation Team).

1. **Review of Strategic Planning – Presentation by Jim McKinnon, Chief Planner, Scottish Executive.**

Having heard a presentation by Jim McKinnon, Chief Planner, Scottish Executive (in attendance for this item only) regarding a Review of Strategic Planning that was being conducted by the Scottish Executive and having heard a number of questions and concerns from members regarding the Review, the Committee noted the position.

2. **Adjournment.**

At this point, the Committee agreed to an adjournment of five minutes.

3. **Minutes of the previous meeting.**

The Minutes of the Ayrshire Joint Structure Plan and Transportation Committee of 22nd June 2001 (issued) were submitted and approved.

4. **Matters arising.**

With reference to the Minutes of 22nd June 2001 and

- (1) item 5 and having heard the Structure Plan and Transportation Manager, the Committee noted that he hoped to report on timber transport to the next meeting of this Committee;
- (2) item 7 when it had been agreed that a further report on the financial implications of any research topic in relation to the impact of flooding and climate change, the Committee noted that this report would be presented to the next meeting of this Committee;

- (3) item 10 and after having heard Councillor Ross, the Committee agreed that the Chair would write to the Strathclyde Passenger Transport Executive taking up Councillor Ross's offer of a presentation regarding Crossrail by an officer of SPT and this should be arranged for this Committee at their next meeting; and
- (4) item 13, the Committee noted a report (tabled) by the Structure Plan and Transportation Manager in relation to a Seminar which had taken place on 5th September 2001 hosted by the Joint Structure Plan and Transportation Committee on concerns raised by Councils about the progress of the Area Waste Plan for Ayrshire and Dumfries and Galloway.

5. Review of Strategic Planning.

With reference to the Minutes of 8th December 2000 (Page 3, paragraph 7), there was submitted a report (issued) of August 2001 by the Structure Plan and Transportation Manager

- (1) advising
 - (a) that in early 2001, the Scottish Executive had started an initial consultation exercise on the nature and extent of the possible changes arising from its Review of Strategic Planning; and
 - (b) that in June 2001, the Scottish Executive had produced a formal consultation document in this respect; and
- (2) detailing the case for the retention of Ayrshire as a Joint Structure Plan Area and a detailed response to the questions posed by the Review.

After consideration and having heard the Joint Structure Plan and Transportation Manager, the Committee agreed

- (i) that this report be approved as the Joint Committee's response to the "Review of Strategic Planning";
- (ii) that the Joint Committee express total opposition to the premise in the Review of the loss of two-tier planning system in Ayrshire;
- (iii) that this Committee wished to be added to list of those authorities required to draw up a strategic development plan;
- (iv) that concern be registered over the creation of uncertainty in the planning system and the loss of local democratic accountability in the planning system;
- (v) that the report be endorsed as the views of the Ayrshire authorities on the future of strategic planning; and
- (vi) that they meet with the Scottish Executive to discuss the matter further and that the Ayrshire MSPs be briefed on the situation.

6. Ayrshire Business Location Strategy.

There was submitted a report (issued) of August 2001 by the Joint Structure Plan and Transportation Manager

- (1) advising
 - (a) that in November 2000, officers from the three Ayrshire Councils, Scottish Enterprise Ayrshire and the Joint Structure Plan Team had met and agreed that an Ayrshire Business Location Strategy be formulated while agreeing that the process for the review of strategic industrial and business development sites within Ayrshire would be undertaken jointly and would seek to:-
 - (i) assess the overall policy and provision of strategic sites and premises in Ayrshire against the review of the current and potential future market factors promoting and seeking industrial development and location; and
 - (ii) bring forward a revised strategic sites and premises strategy, including, as necessary, new approaches and/or new locations; and
 - (b) that during the year, a series of meetings, workshops and visits had been held at officer level and with the business community and that Scottish Enterprise Ayrshire had appointed a consultant to facilitate the review and to record process; and
- (2) detailing the contents and key messages of the Business Location Strategy.

After consideration having heard the Senior Policy Adviser, the Committee agreed

- (A) to endorse the findings of the working group report, as a basis on which a revised business location strategy could be incorporated into future Structure Plan Preparation, subject to the first line of Section 69 of the Strategy being deleted; and
- (B) that the report to be forwarded to other "stakeholders", as identified in the report, for their early consideration and comment.

7. Structure Plan Monitoring – Next Steps.

There was submitted a report (issued) of August 2001 by the Structure Plan and Transportation Manager

- (1) advising
 - (a) that when submitting the Structure Plan for approval by the Scottish Ministers, the three Ayrshire Councils had given a commitment that a systematic monitoring programme would be put in place which would incorporate a regular reporting framework as well as development of performance indicators;
 - (b) that Monitor 2000, which had been issued last year by the Committee, continued the rigorous foundation on which the Structure Plan had been developed and had taken forward the approach advocated in the Strategic Environmental Appraisal (SEA) which had been undertaken in conjunction with its preparation;

- (c) that it had been recognised that much further progress was required in the implementation of the Structure Plan if the vision and objectives on which the Structure Plan was based were to be realised and was therefore useful prior to embarking on a future review of Structure Plan policy to "step back" and review current progress; and
- (d) that in order to set the context for the next Monitoring Report in March 2002, three key tasks had been identified, namely:-
 - (i) the further development of Monitor 2000;
 - (ii) a management review of the policies within the plan and achievement to date; and
 - (iii) that preparation of a "State of the Environment Report for Ayrshire" which would provide the economic, environmental and social parameters on which the future review could be based; and
- (2) detailing background to these three key tasks.

After consideration having heard the Joint Structure Plan and Transportation Manager, the Committee

- (A) noted the contents of the report; and
- (B) agreed that there be further development of the monitoring framework of the Structure Plan, as outlined in the report.

8. Wind Turbine Development and Glasgow Prestwick International Airport.

With reference to the Minutes of 23rd March 2001 (Page 3, paragraph 7) there was submitted a report (issued) of August 2001 by the Joint Structure Plan and Transportation Manager

- (1) advising
 - (a) that, following concerns raised by the Director of Operations at Glasgow Prestwick International Airport in relation to the installation of wind turbines in areas which could compromise the safe operation of aircraft from and to the airport, it had been agreed that the Structure Plan Manager would work jointly with the Airport Management and the Air Traffic Control Staff at the airport to establish a resolution to the issue; and
 - (b) that following subsequent discussion between the Airport Management and members of the Structure Plan Team, it had been agreed that this would be taken forward in three ways, namely:-
 - (i) consultative arrangements would be established which would ensure all wind turbine proposals within Ayrshire would be forwarded to the Airport Management for their comments;
 - (ii) a "safeguarding map" would be prepared which would identify areas which would be sensitive to future wind turbine developments; and
 - (iii) that the Airport Management would progress independently the extension of controlled air space within Ayrshire;

- (2) detailing how the above three issues had been taken forward ;and
- (3) concluding
 - (a) that it was hoped that with the introduction of the consultation procedures and the "safeguarding" map, clearer guidance was now available to the development industry when putting forward proposals and to the planning authorities when assessing applications;
 - (b) that airport management envisaged that outwith the "sensitive" areas, which had been identified on the safeguarding map, they could introduce "fast track" procedures when commenting on proposals;
 - (c) that it would be the intention of the planning authorities and airport management to monitor and if necessary review these working arrangements if this was felt necessary in the future;
 - (d) that as the safeguarding zone extended beyond the boundaries of Ayrshire, it would be necessary to liaise with the adjoining authorities on the implications raised by the "safeguarding" map; and
 - (e) that it was proposed that this would be undertaken by the Structure Plan Manager in conjunction with the airport authorities in the near future.

After consideration and having heard the Senior Policy Adviser, the Committee

- (A) noted the contents of the report; and
- (B) agreed
 - (I) that authority be give to the Structure Plan Manager to liaise further with Scottish Executive and the authorities within the "safeguarded" areas on these matters;
 - (II) to continue to support the airport management in their application to extend the controlled air space within Ayrshire;
 - (III) that local MSPs should be informed of the position; and
 - (IV) that Lewis McDonald be given a copy of this report.

9. **Checking for Change – Sustainability Indicators for Waste, Energy and Travel for Scotland.**

There was submitted a report (issued) of August 2001 by the Joint Structure Plan and Transportation Manager

- (1) advising
 - (a) that in January 2000, a Scottish Ministerial Group on Sustainable Development had been established to take forward the Government's commitment to integrate the principles of sustainable development into all government policies and to raise an understanding within Scotland of the benefits that sustainable development offered now and in the future;

- (b) that in a parliamentary debate in February 2000, the then Minister for Transport and the Environment, Sarah Boyack had announced that in pursuit of these objectives, Scotland would establish a set of sustainable development indicators covering waste, energy and travel;
 - (d) that following on from the announcement, the Scottish Executive had commissioned the consultants Entec to review the many existing set of indicators within Scotland and elsewhere in Europe and for these to be brought forward for discussion; and
 - (e) that the initiative sought to establish at a national level, a set of indicators that would take forward sustainable development and was relevant to the Scottish people within the context of resource use, energy and travel; and
- (2) concluding
- (a) that the Entec Report had suggested around forty indicators based on a number of common themes relevant to Waste Energy and Transport but it had been felt that this "long list" of indicators would, if adopted by the Scottish Executive, "dilute" the message that required to be conveyed and that these indicators should focus on and reflect real concerns such as traffic growth, access to basic services and the steps being taken to recycle waste; and
 - (b) that it was therefore suggested that the "long list" indicators be replaced with a smaller set of indicators which would establish a base line around which programmes of action and targets could be presented.

After consideration and having heard the Senior Policy Adviser, the Committee agreed

- (i) that the initiative by the Scottish Executive be welcomed to prepare a set of indicators for waste, energy and travel for Scotland but that they be limited to between ten or fifteen;
- (ii) to request that the Scottish Executive accompany the chosen indicators with specific targets and an action plan;
- (iii) to request that the Scottish Executive when formulating the indicators ensure that those chosen were readily applicable at a sub-regional level such as Ayrshire, as well as Scotland;
- (iv) to request that the Scottish Executive publish annually a review of progress; and
- (v) to forward a copy of "Monitor 2000" as illustrative of the work undertaken in Ayrshire and of the importance in ensuring the indicators chosen had meaning at a regional level.

10. The Future of Scotland's Waters.

There was submitted a report (issued) of August 2001 by the Ayrshire Joint Structure Plan and Transportation Manager

- (1) advising
 - (a) that the European Commission had introduced a Water Framework Directive updating how Europe's water and environment was to be managed and protected which came into force in December 2000;

- (b) that the UK and Scottish Parliaments had three years from that date to translate the provision into law and that this would be achieved through the preparation of a Water Environment Act to be introduced to Parliament in 2002;
 - (c) that since the early part of this year, consultants had been appointed by the Scottish Executive to co-ordinate the preparation of detailed advice on a shadow River Basin District Management Plan for the former SEPA West area; and
 - (d) that this consultation sought to establish a consensus to the principle of a River Basin District Management Plan system for Scotland before the completion of the shadow plan stage; and
- (2) concluding
- (a) that the Water Framework Directive established a new framework for the management and protection of Scotland's natural water environment and that the impact would be felt over many central and local government agencies; and
 - (b) that the Water environment was fundamentally important to the future of Ayrshire and whilst welcoming the general principle of the introduction of a new water management regime, it was important that the bureaucratic administrative functions supported the process.

After consideration having heard the Joint Structure Plan and Transportation Manager, the Committee

- (i) noted the contents of the report; and
- (ii) agreed
 - (A) that the report form the basis of a response to the Scottish Executive, as the views of the Joint Committee; and
 - (B) that the three Ayrshire Councils be advised of these views in any preparation of their own comments.

The meeting ended at 12.40 p.m.