

## MINUTE

‘A’

**Infrastructure Committee**  
**Council Chamber, Town Hall, Lerwick**  
**Tuesday 2 December 2003 at 10.30 a.m.**

**Present:**

J C Irvine	B J Cheyne
A J Cluness	C B Eunson
R G Feather	B P Gregson
L G Groat	I J Hawkins
J H Henry	E J Knight
W H Manson	Capt G G Mitchell
J P Nicolson	F A Robertson
T W Stove	W N Stove
W Tait	

**Apologies:**

L Angus	F B Grains
J A Inkster	W A Ratter
J G Simpson	

**In Attendance (Officers):**

G Spall, Executive Director, Infrastructure Services  
S Cooper, Head of Environment  
I Halcrow, Head of Roads  
A Hamilton, Head of Planning  
B C Hill, Acting Divisional Manager, Legal Services  
D Macnae, Network Manager  
V Hawthorne, Planning Officer (Implementation)  
B Barron, Planning Officer (Development Plans)  
M Thomson, Management Accountant  
D Haswell, Committee Officer

**Chairperson:**

Mr J C Irvine, Chairperson of the Committee, presided.

**Circular:**

The circular calling the meeting was held as read.

**Minutes:**

The minutes of meeting held on 14 October 2003, having been circulated, were approved.

**Members' Attendance at External Meetings**

The following Members provided a brief synopsis of their attendance at the following meetings:

J C Irvine      Scottish Accident Prevention Council – Road Safety Committee

Capt G G Mitchell      HITRANS

J H Henry      KIMO UK

B P Gregson      NFLA

Mr J C Irvine said that the meeting of the Scottish Accident Prevention Council – Road Safety Committee had concentrated on the new legislation in relation to the use of mobile phones in vehicles, the ongoing discussions and consultation about BST and the new seatbelt regulations for delivery vehicles which was now 50m and which had received a lot of representations.

Mr Irvine said he was pleased that the Road Safety Advisory Panel had recently been re-established and Mr J A Inkster had been appointed as Chairperson. Mr Inkster was the substitute Member appointed to the Scottish Accident Prevention Council – Road Safety Committee. Mr Irvine advised that, in the future, he would provide details of his attendance at the Scottish Accident Prevention Council – Road Safety Committee meetings to the Road Safety Advisory Panel. The first meeting of the Road Safety Advisory Panel would be held on 16 December 2003.

With regard to his attendance at the NFLA meeting, Mr B P Gregson advised that the Council's response to radioactive solvents had been nationally adopted and had been widely acclaimed. He added that some discussion had taken place on a proposed "Mayors for Peace" conference to be held in Japan in 2005 which, amongst other things, included global peace, starvation and human rights abuse. Mr Gregson said that Shetland should be represented at the conference and suggested that the appropriate representation would be the pupils of the Anderson High School who visited Japan on a regular basis as part of the Global Classroom. Mr Gregson said he would discuss this with the Convener and investigate this issue further.

35/03      **Naming Thoroughfares**

The Committee considered a report by the Executive Director, Infrastructure Services (Appendix 1) and, on the motion of Mr T W Stove, seconded by Mr E J Knight, approved the recommendation contained therein.

36/03      **Shetland Local Plan - Adoption**

The Committee considered a report by the Head of Planning (Appendix 2).

The Chairperson advised that a Petition, containing 200 signatures, had been received from residents of Burra objecting to the proposed zoning of Burra as detailed in the Shetland Local Plan. The Petition also invited Councillors to have a site visit to Burra. The Chairperson added that, in

accordance with the Administrative Regulations, the Petition would be presented to the Council on 17 December 2003.

Under the circumstances, Mr J C Irvine moved that the Committee recommend to the Council to defer consideration of the Shetland Local Plan until Members have had a site visit to Burra. Thereafter, a decision can be made if this issue should be progressed further with the possibility of a public meeting being held. Mr E J Knight seconded and the Committee agreed.

A majority of Members felt that a site visit was necessary. In response to a question from a Member, the Head of Planning explained that zoning was part of the policy of the Shetland Structure Plan. There was a fundamental reason for zoning so as to ensure that Officers could provide clear advice to any member of the public wishing to build a house. It was an essential tool for Officers.

The Committee agreed that the site visit should take place before Christmas, if possible. Otherwise, it would take place early in the New Year with a view to a further report being presented to the Committee on 29 January 2004.

37/03

**Scotland's Transport: Proposals for a New Approach to Transport in Scotland**

The Committee considered a report by the Executive Director, Infrastructure Services (Appendix 3).

The Executive Director advised that the Environment Forum had recently endorsed the response.

Capt G G Mitchell, Transportation Spokesperson, provided Members with the background to the proposal and Members noted the information provided. Capt Mitchell advised that he had attended a small seminar, arranged by the Scottish Executive, where he had had the opportunity to express very strong views against the proposals. He added that he had also attended a HITRANS meeting where the basic theme had been that GAE should not be touched because if it was lost then local authorities may have to use some of their GAE to fund a regional transport authority. Local authorities are unhappy about losing their GAE and the feeling at the meeting was that if there was a regional transport body established to take care of policy, the body should be funded directly from the Scottish Executive under S.50 of the Act.

Capt Mitchell continued to say that he had attended another seminar on 25 November which had been attended by a large number of people. Again, at that meeting, it was stated that GAE should not be meddled with. There was a possibility that HITRANS could take over some or all of the responsibilities, e.g. HIAL, Northlink and Caledonian MacBrayne.

There was also a suggestion that a Joint Committee should be set up, rather than a Board.

Capt Mitchell concluded by saying that the response prepared by the Executive Director adequately contained all the points the Council had to make. Accordingly, Capt Mitchell moved that the Committee approve the recommendation in the report. Mr B P Gregson seconded.

Mr B P Gregson said that the Committee should acknowledge Capt Mitchell's tenacity. He added that the Committee should also acknowledge the amount of work the Executive Director had put into the response. Another Member agreed and said the Executive Director should be congratulated for producing a very strong response.

It was agreed that the response should be issued from the Executive Director but so as to ensure a political dimension, a covering letter should also be issued from the Chairperson of this Committee indicating the Committee's support. Further, another covering letter should be issued by the Convener indicating the Council's support after the Council meeting on 17 December 2003.

Some Members felt that this issue was a fait accompli but the Council had to take the strongest possible view to see if there could be other arrangements for islands. It was also stated that the Council had to ensure that whatever the Scottish Executive decided that this should benefit Shetland. In this regard, the Council should push for all-purpose status. The Executive Director advised that this was being done.

The Chairperson said that CoSLA were proposing to reduce the number of their Committees and this would be discussed at the CoSLA Convention on 12 December. The Council Members attending that meeting would try to stop CoSLA from changing its Committees. It was also hoped to get representations through CoSLA in relation to the proposals for the future of Scotland's Transport.

The Chairperson also reported concerns voiced at the Executive Committee regarding proposals discussed at the seminar on 10 November 2003 called by CoSLA Transport Spokesperson, Councillor Allison McGhee. He said that Ms McGhee did not support the Scottish Executive's proposals for the future of Scotland's transport.

38/03

#### **Fourth Biennial Flood Report**

The Committee considered a report by the Service Manager, Development Plans (Appendix 4).

The Head of Planning and the Planning Officer (Implementation) briefly introduced the report and said it highlighted the significant threat of coastal flooding in Shetland. It was pointed out that the Department were

receiving more reports of flash flooding although it could be argued that information gathering methods had improved. The report proposed to indicate to the Scottish Executive that coastal flooding was the main issue in Shetland.

Referring to paragraph 3.1.2, the Member for the Area said that Hoswick was part of Sandwick and this should be amended. It was also pointed out that 5 areas were affected by the flash floods on 19 September, including Setter and Cunningsburgh Cliffs and this should be reflected in the report.

Another Member advised that Appendix 1 should be amended to include flooding which had occurred at Giblestone Hill and Port Arthur in Scalloway. Also, in Northmavine, floods had occurred at Heylor and the foot of the Eshaness Road.

The Head of Planning confirmed that these points would be taken on board. He also confirmed that the typographical errors in Appendix 1 would be amended.

In response to a question in relation to paragraph 3.1.6, the Head of Planning confirmed that the audit would extend to consideration of the future application of funds currently held by the Shetland Amenity Trust for coast protection purposes. It was hoped a report could be brought forward to the Committee very soon.

A Member said that the cause of flooding should be examined as well as the need for prevention and this should be emphasised. The issue of coastal protection was a significant one and it may be that further resources would be required. Accordingly, Mr J H Henry, Environment Spokesperson, moved that the Committee approve recommendations 8.1 (a), (b), (c) and (e) in the report and that 8.1 (d) be amended as follows:

“8.1 (d) notes that resources should be identified for further specific research relating to coastal protection including climate change and reports be submitted to the Committee for further consideration.”

Mr T W Stove seconded.

(Mr A J Cluness left the meeting).

39/03

**Public Convenience Condition – Esplanade, Lerwick**

The Committee considered a report by the Head of Environment (Appendix 5).

Mr L G Groat declared a non-pecuniary interest in this item.

In response to concerns from a Member regarding the provision of public conveniences throughout Shetland, the Executive Director advised that the reason this issue had been delayed was that Officers might be able to offer a better solution. However, this did not affect the proposal for the public convenience at the Esplanade.

The Committee approved the recommendations in the report, on the motion of Mr E J Knight, seconded by Mr W Tait.

40/03      **Corporate Plan – Action Plan for the Maintenance, Improvement and Use of the Road Network**

The Committee considered a report by the Network Manager (Appendix 6).

In response to a query from the Member for the Area regarding the condition of some safety barriers in Yell, the Network Manager advised that safety barrier provision and maintenance came under the heading of minor works or accident investigation and prevention. He said he was aware that there were areas in Yell that may need new barriers.

The Member for the Area said that the type and volume of traffic on the Laxo – Vidlin road would have to be considered when the new ferry terminal is built. She asked that Officers should consider making the road a double track road or perhaps to extend passing places. The Chairperson supported these concerns and said that he had attended meetings of Nesting and Lunnasting Community Council with Mrs B J Cheyne and was aware of the concerns that had been expressed there. The Network Manager advised that the Network Engineer and the Area Engineer had examined this stretch of road and agreed that it would be improved by providing extra passing places, etc.

The Network Manager clarified the position in relation to the Cunningham Way scheme as detailed in Appendix F and Members noted the information provided.

The Member for the Area said that the first phase of the West Side Road improvements were nearing completion and he wished to compliment engineers and contractors on an excellent job.

In response to concerns from Members regarding the proposed housing development at Quoys, the Head of Roads said that Officers were aware that the development would have significant traffic implications. However, until some reasonably realistic options were available to present to the public, there was little benefit in a public consultation exercise. The developer had only recently firmed up on the development. Once more details were received from the developer, the options available would be presented to Sound School and the public, hopefully in Spring 2004. He reiterated the point that Officers from the Roads section and the Planning

section were well aware of the implications and were keeping a close eye on developments.

In response to a concern from a Member in relation to the Quarff main road, the Head of Roads explained that substantial works were done on the road 3 years ago and, in his view, this had made significant improvements. He added that Officers were keeping this area under review.

It was pointed out by a Member that Officers were always available to answer questions in relation to any concerns Members had on the schemes listed in the report.

The Committee approved the recommendations in the report, on the motion of Mr J C Irvine, seconded by Capt G G Mitchell.