

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE: 24 APRIL 2001

GLASGOW AND THE CLYDE VALLEY STRUCTURE PLAN 2000 DRAFT MODIFICATIONS

Report by Director of Development Services

1. PURPOSE OF REPORT

1.1 To present to Committee the views of the Department on the draft modifications which the Scottish Ministers propose should be made to the Glasgow and the Clyde Valley Structure Plan 2000 in so far as they impact on East Ayrshire, to seek approval of the comments made and to seek authorisation from the Committee to pass these comments to the Scottish Executive Development Department as the formal observations of the Council on the modifications.

2. BACKGROUND

2.1 A report on the Glasgow and the Clyde Valley Structure Plan 2000 was presented to the Development Services Committee for consideration on 29 August 2000 and it was agreed at that meeting that the Committee should make no formal objection to the document. It was further agreed that the Head of Planning and Building Control be authorised to forward a copy of the report to the Manager of the Glasgow and Clyde Valley Structure Plan Team and the Scottish Executive Development Department as representing the comments of the Council on the Structure Plan.

2.2 The Scottish Ministers have now considered all objections received in respect of the Structure Plan and propose that a series of modifications be made to the document. Objections to the draft modifications are invited, these to be submitted to the Scottish Executive Development Department by 30 March 2001.

3. COMMENTS ON THE DRAFT MODIFICATIONS

3.1 It is proposed to make a series of 62 separate modifications to the Structure Plan, the majority of which would have no specific or predictable impact on East Ayrshire. However, two issues of significance to East Ayrshire require comment.

Motorway Service Areas

3.2 Modification 23, proposes to add a new paragraph to the 'Integrated Land Use and Transportation Framework' chapter of the plan relating to motorway service areas, in order to reflect guidance contained in NPPG9: The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland'. The new paragraph states:-

'8.27 Opportunities for motorway service areas exist at the locations listed in Schedule 4 (vi). In realising these opportunities, regard should be had to the guidance in NPPG9, existing planning permissions, emerging road proposals, the impact of new facilities on the free and safe flow of traffic on the motorway, and important environmental considerations such as the greenbelt and the natural and built heritage'.

A new Schedule 4 (vi) is also included in the plan by Modification 20, identifying Opportunities for Motorway Service Areas including the 'M77 (South of Central Glasgow).'

3.3 The recognition that an opportunity for a Motorway Service Area exists on the M77 (South of Central Glasgow) is noted, as is the advice given in the new paragraph 8.27, quoted above, that in realising these opportunities, that regard should be had to existing planning permissions, emerging road proposals etc. However, it is recognised that the modification pertains only to the stretch of the M77 between Central Glasgow and the boundary of East Renfrewshire with East Ayrshire. It is considered that the modification as worded, would effectively negate any possibility of a Motorway Service Area being established along the line of the M77 within East Ayrshire. The modification could therefore prejudice the Council's stated intention to approve a new Motorway Service Area at Kingswell, near the junction of the A77 and the B764 Eaglesham Moor Road for which an area of land has been specifically identified in the Finalised Version of the East Ayrshire Local Plan. A dedicated policy (Policy T7) has also been incorporated within the Local Plan relating to such a proposal. It is further recognised that the East Renfrewshire Local Plan has identified a search area for a motorway service area at the junction of the proposed Glasgow Southern Orbital route and the M77.

3.4 It is pointed out that although a site has been identified in the East Ayrshire Local Plan for a Motorway Service Area at Kingswell, no corresponding policy or recognition of the need for a Motorway Service Area along the A77(M) within East Ayrshire is presently recognised in the Ayrshire Joint Structure Plan. The Scottish Ministers, in approving the Ayrshire Joint Structure Plan have, however, directed the Ayrshire Joint Structure Plan and Transportation Committee, when preparing the first alteration to the Structure Plan, to consider whether service areas for motorways and trunk roads raise issues of strategic significance for inclusion in the plan. It is a matter of concern that the proposed

modification does not recognise the cross boundary issue raised in identifying a site for a Motorway Service Area along the A77 (M), and it is recommended that the Scottish Ministers are urged to reconsider this particular modification accordingly.

Renewable Energy (including wind farms)

3.5 Modification 57 makes important changes to the Structure Plan regarding wind energy developments with the Scottish Ministers importing policies previously advocated in the former Strathclyde Structure Plan, without any consideration being given to recent developments such as the recent proposed designation of the Muirkirk and North Lowther Uplands as a potential Special Protection Area. It should be noted that part of the Muirkirk Uplands has also recently been the subject of the Muirkirk Uplands Nature Conservation Order 2001. In addition, concerns have recently been expressed on the impact that wind farm proposals can have on transmitting and receiving systems of Glasgow Prestwick International Airport. This is an issue which requires to be carefully considered in relation to wind farm proposals on the Ayrshire/East Renfrewshire border, as an integral part of the Glasgow and the Clyde Valley Structure Plan.

4. CONCLUSIONS

4.1 It is considered that the Council should object to the proposed draft modification relating to Motorway Service Areas and Renewable Energy as detailed in Modification No's 20, 23, and 57 in terms of Paragraphs 3.2 to 3.5 above.

Because of the necessity to respond to the draft modifications by 30 March 2001, a response has been forwarded to the Scottish Executive along the lines detailed in Section 3 above.

5. FINANCIAL IMPLICATIONS

5.1 There are no financial implications for the Council.

6. LEGAL/PERSONNEL IMPLICATIONS

6.1 There are no direct legal or personnel implications.

7. RECOMMENDATIONS

7.1 It is recommended that:-

- (i) the Committee homologates the response already forwarded to the Scottish Executive Development Department and objects to Modifications Nos 20, 23 and 57 of the Glasgow and the Clyde Valley Structure Plan 2000: Draft Modifications in terms of Section 3 of this report; and**
- (ii) to otherwise note the report.**

Stephen Chorley
Director of Development Services

(JL/MS)

27 March 2001
(FV-AN)

BACKGROUND INFORMATION

1. Consultative Draft Structure Plan; Glasgow and Clyde Valley Structure Plan 1999; October 1999.
2. Report by Director of Development Services to 21 December 1999 Meeting of the Development Services Committee entitled 'Glasgow and Clyde Valley Draft Structure Plan'.
3. Report by Director of Development Services to 29 August 2000. Meeting of the Development Services Committee entitled 'Glasgow and Clyde Valley Joint Structure Plan 2000.'
4. The Glasgow and Clyde Valley Joint Structure Plan 2000.
5. The Glasgow & the Clyde Valley Structure Plan 2000: Draft Modifications, and accompanying letter from Scottish Executive Development Department dated 16 February 2001.

Anyone wishing to inspect the above papers should contact John Lilley on 01563 576754.

AGENDA

Implementation Officer: Alan Neish