

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE : 26 AUGUST 2003

PROVISION OF A MOTORWAY SERVICE AREA : M77

Report by Director of Development Services

1 PURPOSE OF REPORT

- 1.1** To inform the Council of the findings of the Inquiry Reporter to the East Renfrewshire Local Plan relative to an objection lodged by East Ayrshire Council and to obtain the Committee's views on the modifications to the plan proposed by East Renfrewshire Council as regards this issue.

2 BACKGROUND

- 2.1** Within the finalised version of the East Renfrewshire Local Plan, East Renfrewshire Council included a Policy (Policy T7) which supported the development of a Motorway Service Area in the vicinity of the junction of the M77 and the proposed new Glasgow Southern Orbital Road (GSO). The Policy stated that:

The Council will support in principle the development of a Motorway Service Area (MSA) at or near the junction of the M77/GSO, as shown on the Proposals Map, as a possible alternative to the proposed MSA at Kingswell, east Ayrshire, and the Council acknowledges the requirements of NPPG9 that a new MSA, whether accessed directly from the motorway or via an interchange, should not be less than 24 kilometres from the nearest existing MSA (or approved proposal for a new MSA).

Following consideration of this matter at its meeting on 27 August 2002, the Development Services Committee agreed that the Head of Planning and Building Control should lodge an objection to the proposal on behalf of the Council.

3 EAST RENFREWSHIRE COUNCIL'S PROPOSED MODIFICATION TO POLICY T7

- 3.1** Following the Public Local Inquiry, at which the Council's objections were dealt with under Written Submission procedures, the Reporter made specific recommendations regarding the Motorway Service Area Policy T7 and these were considered by East Renfrewshire Council on 25 June 2003. His primary recommendation was that Policy T7 should be deleted. He offered an option, however, that if East Renfrewshire wished to retain the principle of an alternative location they should further modify Policy T7 to read:

The Council will investigate the suitability of locating a Motorway Service Area (MSA) at or near the junction of the M77/GSO, as shown on the Proposals Map, as a possible alternative to the proposed MSA at Kingswell, East Ayrshire, and the Council acknowledges the requirements of NPPG9 that a new MSA, whether accessed directly from the motorway or via an interchange, should not be less than 24 kilometres from the nearest existing MSA (or approved proposal for a new MSA).

- 3.2** Notwithstanding the Reporter's primary Recommendation that Policy T7 should be deleted from the Local Plan, East Renfrewshire Council remains of the opinion that the M77/GSO junction continues to offer a potential alternative location to the site at Kingswell in East Ayrshire that has outline planning permission for an MSA. Consequently, East Renfrewshire Council has adopted the option to further modify Policy T7 as set out at para 2.2 above. The full justification and reason for modification given by East Renfrewshire for adopting this Policy is contained in an annex to this report.
- 3.3** The modified Policies have been advertised with an opportunity for further objections to be submitted to East Renfrewshire by 29 August 2003.

4 COMMENT

- 4.1** The Reporter clearly took the view that a further modification of Policy T7 would not reflect the strategic planning context since the Clyde Valley Structure Plan contains no proposal for an MSA in East Renfrewshire. It is also understood that the promoter of the MSA for Kingswell has reached agreement in principle with the Scottish Executive on a crucial signing agreement and has reached an advanced stage in negotiations with funding partners.
- 4.2** Given that the MSA at Kingswell has a strong likelihood of implementation it is considered that the proposed modification of East Renfrewshire's Policy does not adequately reflect the strategic planning position or the planning status of the Kingswell proposal, and that the Council should accordingly maintain its objection to the inclusion of Policy T7.

5 FINANCIAL IMPLICATIONS

- 5.1** There are no financial implications for the Council.

6 POLICY IMPLICATIONS

- 6.1** An MSA located in East Ayrshire would support the Council's economic development and tourism objectives.

7 LEGAL IMPLICATIONS

- 7.1** There are no legal implications for the Council.

8 PERSONNEL IMPLICATIONS

8.1 There are no personnel implications for the Council.

9 RECOMMENDATIONS

9.1 It is recommended that the Committee:

- (a) notes the contents of the report; and
- (b) agrees to forward a copy of this report to East Renfrewshire Council as an objection to the inclusion of Policy T7 as modified in the East Renfrewshire Local Plan.

Stephen Chorley
Director of Development Services
30 July 2003
SC/JL/JR

BACKGROUND PAPERS

- 1 Report by the Head of Planning and Building Control to Development Services Committee on 27 August 2002 entitled "The Provision of a Motorway Service Area – M77".
- 2 Letter from East Renfrewshire Council and Statement of Response and Decisions on Reporter's Recommendations relating to Section 81 – Motorway Service Area (MSA) at M77/GSO Junction dated 1 July 2003.
- 3 List of New Proposed Modification to the East Renfrewshire Finalised Local Plan.

For further information on the content of the report contact Alan Neish, Head of Planning and Building Control on 01563 576767

Implementation Officer: Alan Neish

Proposed Modification of Policy T7:

The Council will investigate the suitability of locating a Motorway Service Area (MSA) at or near the junction of the M77/GSO as shown on the proposals map, as a possible alternative to the proposed MSA at Kingswell, East Ayrshire provided that environmental and access requirements can be met.

Justification:

The Council considers that there is an opportunity for an MSA at the junction of the M&&/GSO and that this location may be (a preferable) alternative to the proposed MSA AT Kingswell. Outline planning permission has been granted for an MSA at Kingswell, East Ayrshire and the Council acknowledges the requirements of NPPG9 that a new MSA should not be less than 24 kilometres from the nearest existing MSA (or approved proposal for a new MSA).

This Policy acknowledges that the Scottish Executive, as the Trunk Roads Authority, requires to be consulted on this type of development. Commercial interest has been shown in this general area but the Council will have to be convinced that the optimum location is arrived at which balances economic benefit with protecting the environment. Terms of Policy Strat 2 will be applied in assessing proposals or options. Until such a time as an MSA is developed, the terms of Policy E2 will continue to be applied.

Reason for Modification:

To acknowledge the MSA proposal at Kingswell, East Ayrshire which has been granted outline consent and to reflect the fact that the Policy and justification promote the M77/GSO location as a possible alternative location.