

ANNEX A
EXTRACT FROM THE JULY STATEMENT

Paragraph 4

“For the future therefore the Government wishes to concentrate on completion of the ‘thirty mile’ MSA network on those relatively few stretches of motorway where this has not already been achieved. This does not amount to a presumption in favour of MSA proposals which would contribute to the ‘thirty mile’ network; they will continue to be subject to the normal operation of the land use planning system. Planning authorities will, however, be expected to give greater weight to the needs of motorists in these cases.”

Paragraph 5

“Planning permission for infill MSA between 30 mile sites should only be granted exceptionally and where a clear and compelling need and safety case for the MSA has been established. Individual cases will need to be treated on their merits and it is not possible to prescribe a comprehensive list of the factors which it might be appropriate to consider in every case. There, are nevertheless a number, which are likely to be of importance in virtually all cases. Planning authorities will therefore be expected to have considered at least:-

- the distance to adjoining MSAs;
- evidence (such as queuing on the MSA approach roads or lack of parking spaces at times of peak demand) that nearby existing MSAs are unable to cope with the need for services;
- a higher than normal incidence of accidents attributable to driver fatigue;
- evidence of genuine need for the proposed services rather than simply demand: it will not be sufficient to show merely that drivers would use an MSA if it were to be built – there should be evidence of genuine safety-related need; and
- Whether the MSA is justified by the type and nature of the traffic using the road; the need for services may, for example, be less on motorways used by high percentages of short distance or commuter traffic than on those carrying large volumes of long-distance movements.”

