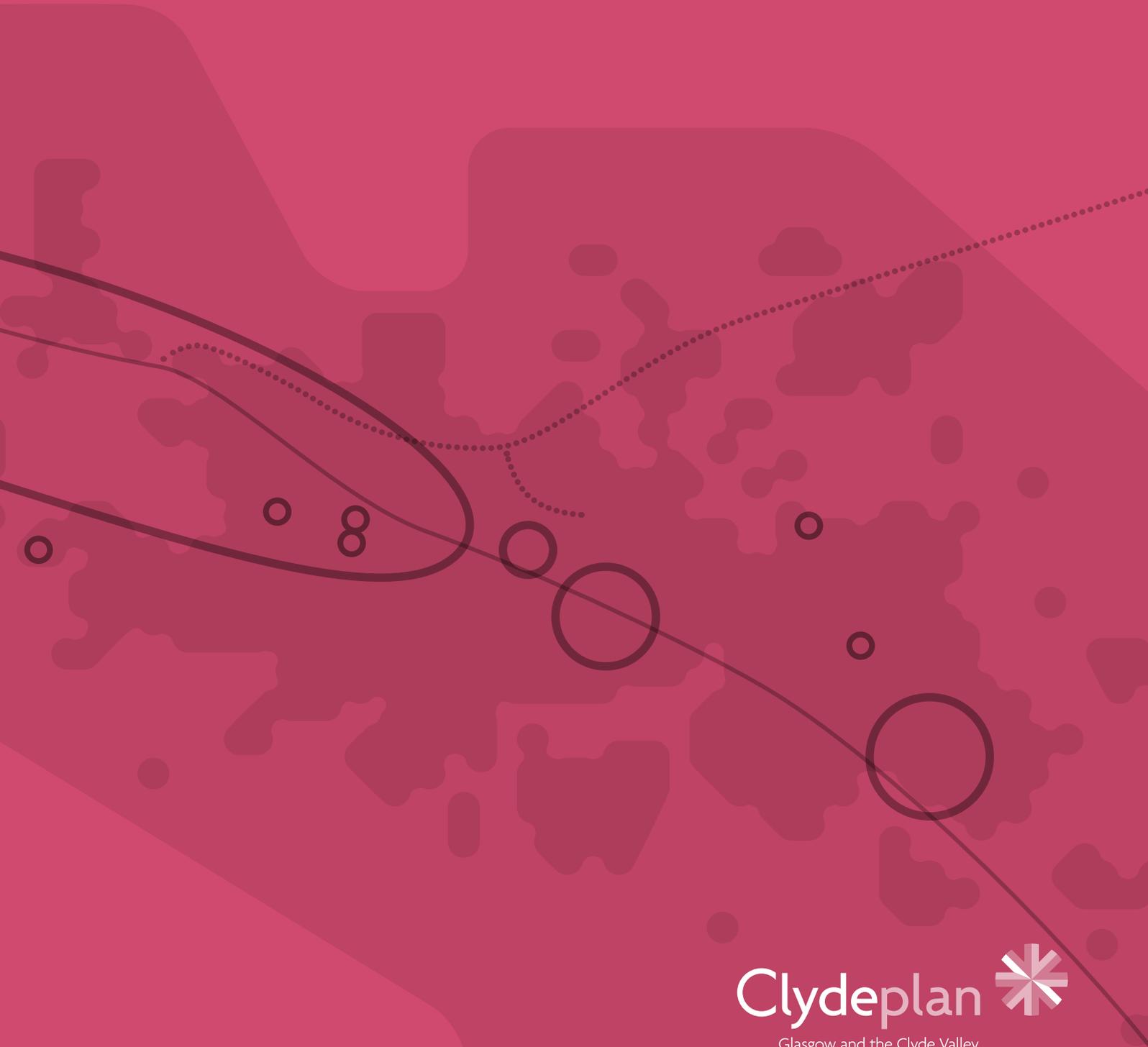


Strategic Development Plan

Post-Adoption Statement

September 2017

Strategic Environmental Assessment
Submitted by Renfrewshire Council of behalf of
the local authorities of Clydeplan



Clydeplan Strategic Development Plan

Strategic Development Plan (July 2017) Strategic Environment Assessment Post- Adoption Statement

**Clydeplan
on behalf of its constituent local authorities**

September 2017



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1. Introduction

- 1.1 The central aim of the Clydeplan Strategic Development Plan (SDP) is to deliver sustainable economic growth for the Glasgow city region. The planning system, and therefore the SDP, plays a key role in protecting and enhancing the environment in support of this aim. The SEA is just one part of a policy making process which takes into account and positively manages the environmental implications of plans and proposals. Overall, many long-term environmental benefits are expected from delivery of the SDP's Spatial Development Strategy.
- 1.2 The SDP was approved by Scottish Ministers with modifications on 24th July 2017.
- 1.3 As required by Section 18(3) of the 2005 Act, the purpose of this post-adoption SEA Statement is to set out the findings from the SEA process and explain how these were taken into account now the SDP has been approved by Scottish Ministers. More specifically:
 - Section 2 sets out Clydeplan's response to the environmental issues identified in the assessment of the SDP Main Issues Report (January 2015) and explains how these have been taken into account in the published Proposed Plan (January 2016) (in accordance with Section 18(3) (a) and (b) of the Environmental Assessment (Scotland) Act 2005). It also sets out the findings from consultation on the environmental report at each stage, and explains how these were taken into account (Section 18(3) (c) and (d) of the 2005 Act);
 - Section 3 summarises the reasons for selecting the final, published version of SDP2 in the light of other reasonable alternatives (Section 18(3) (e) of the 2005 Act); and sets out the approach to monitoring the environmental effects of the adopted SDP2 (Section 18(3) (f) of the 2005 Act).

2. Assessment of SDP: Summary

- 2.1 Clydeplan SDP provides a strategic region-wide context to development and land use. The plan does not address site specific issues which are addressed through other processes including: LDPs, masterplanning, development briefs, Environmental Impact Assessments and planning consents. The manner in which the SDP has addressed environmental mitigation is through the setting of a sustainable environmental policy context alongside identification of mitigation measures that will be required at later stages in the planning and development process (see Table 1).
- 2.2 The environmental policy context of Clydeplan SDP is addressed throughout the Plan, and within some of the background reports including:
- Section 3 Placemaking in a City Region Context incorporating Policy 1: Placemaking;
 - Section 10 Implementing the Plan and Development Management incorporating Diagram 10 Assessment of Development Proposals; and
 - the range of environmental policies –
 - 10 Delivering Heat and Electricity
 - 11 Planning for Zero Waste
 - 12 Green Network and Green Infrastructure
 - 13 Forestry and Woodland
 - 14 Green Belt
 - 15 Natural Resource Planning Mineral Resources Spatial Framework
 - 16 Improving the Water Quality Environment and Managing Flood Risk and Drainage
 - 17 Promoting Sustainable Transport
 - 18 Strategic Walking and Cycling Network.
- 2.3 The following sets out a range of considerations relevant to the policies and proposals of the Plan that have been derived through the SEA process resulting from the Environmental Report and consultation.
- 2.4 The assessment of the SDP identified a number of opportunities to mitigate environmental effects of the plan. In addition, the assessment explores scope for further enhancement of already positive effects.
- 2.5 The Updated Environmental Report brought together the proposed mitigation measures emerging from the assessment. Consultee views on these proposals were invited.
- 2.6 A number of environmental issues were identified in the assessment of the Proposed Plan that require to be addressed through appropriate mitigation. These range from issues arising from the broad components of the Spatial Development Strategy, to more local issues. In addition, specific mitigation measures are identified for the proposed developments contained in the Spatial Development Strategy.

- 2.7 The proposed developments are intended to be indicative at this stage, as they will depend on detailed plans and projects that subsequently emerge during the planning and delivery processes. However, these measures can be used as a starting point or checklist during these processes.

Mitigation undertaken since Clydeplan Main Issues Report

- 2.8 Anticipated significant environmental effects arising from the Main Issues Report (MIR) were incorporated into the Proposed Plan as follows:
- in several sections of the SDP MIR, the assessment suggested there may be opportunities to build in climate change adaptation measures in response to predicted changes in weather patterns. As a result, the SDP narrative and policies make more reference to resilience, in particular
 - Section 3 Placemaking in a City Region Context in relation to the historic environment,
 - Section 6 Enabling delivery of New Homes incorporating housing Policies 7, 8 and 9,
 - Section 7 City Region as a Low Carbon Place in relation to infrastructure and resilience,
 - Section 8 City Region as a Natural Resilient Place in relation to infrastructure and resilience, and
 - Section 9 City Region as a Connected Place in relation to infrastructure and resilience;
 - throughout the SDP, where spatial planning identified development locations, more explicit reference to the importance of cultural and architectural heritage, historic townscapes, listed buildings and conservation areas has been made especially when focusing on town centres;
 - within the SDP the expansion of green infrastructure now benefits from a broader definition that recognises all types of open spaces within green networks and ecosystems. Furthermore, the emphasis within *Background Report 11 Green Network* on the existing strategic green network and the aim to improve network connectivity is considered particularly important in maximising the benefits of green infrastructure;
 - specifically in relation to flooding, the assessment findings and the comments received from the consultation authorities recommended advised that significant benefits could be achieved from strengthening the role of Strategic Flood Risk Assessments within development planning and decision making. Appendix 3 of the SEA Environmental Report contains the Strategic Flood Risk Assessment (SFRA) for Clydeplan. The findings of this SFRA have now been developed into a SFRA tool that combine development plan proposals and SEPA's data and is being rolled out to all eight constituent local authorities through a series of training events run by Clydeplan.

Strategic level mitigation measures

- 2.9 The assessment of the overall Spatial Development Strategy components identifies a number of potential effects on the environment that can be avoided or minimised through strategic mitigation measures. Table 1 sets out these effects, the proposed mitigation and comments on how these measures can be implemented.
- 2.10 Overall, the scale of development proposals across the city region have the potential for spatial cumulative effects. Potential mitigation includes:
- appropriate siting, design and construction of developments;
 - assessment and mitigation of impacts on designated sites including the Inner Firth of Clyde and Black Cart Special Protected Areas;
 - continued wider promotion of health benefits through increased outdoor access and sustainable transport options;
 - integration of development with opportunities for environmental enhancement identified within the Glasgow and the Clyde Valley Green Network.

Placemaking

- 2.11 Clydeplan SDP includes Policy 1 Placemaking and related Table 1 which sets out its Placemaking Principle in the relation to Glasgow city region and provides a positive context for the creation of high quality places.

Landscape

- 2.12 When considering development layout and design, Local Development Plans masterplanning and project level design frameworks should highlight opportunities for landscape enhancement, this applies particularly to design guidance to assist with improvements to settlement edges.

Network of Strategic Centres

Climate Change

- 2.13 Any additional development within the network strategic centres would mitigate potential climate change impacts through master planning solutions. Local Development Plans should ensure such developments are connected to public transport and walking and cycling networks.

Water

- 2.14 Any appropriate mitigation should be developed as part of the master-planning process for new/additional development utilising the use of SUDS which offers the opportunity for the integration of green and blue infrastructure as well as reinforcing the role of the green network.

Cultural Heritage

- 2.15 Where Local Development Plans identify development locations more explicit reference to the importance of cultural and architectural heritage, historic townscapes, listed buildings and conservation areas should be included, particularly when focusing on town centres. Further mitigation includes noting the important and defining character and functionality of town centres. In this way local planning authorities can balance reuse of buildings and new development to reinvigorate town centres with the ongoing need to protect and enhance the existing historic environment.

Strategic Economic Investment Locations (SEILs)

Air

- 2.16 With regard to air quality issues, mitigation measures should be fully identified at Local Development Plan stage. In order to increase capacity of the local environment to accommodate development at these established locations possible mitigation measures could include the use of planting and the creation of green/blue assets as part of delivery of the wider green network.

Biodiversity

- 2.17 There are two SEILs in close proximity to SSSIs/SPA - Gartcosh (Woodend and Bishop Loch, SSSI) and Glasgow Airport (Black Cart, SSSI and SPA). Any potential negative impacts will have to be mitigated through Local Development Plan and/or master planning solutions.

Climatic Factors

- 2.18 Any potential for increased CO₂ emissions resulting from increased traffic as a consequence of new development will require the identification of mitigation measures at the Local Development Plan level.

Landscape

- 2.19 The SEILs aim to support the delivery of sustainable economic growth across the city region and in support of this the creation of high quality places for people to work is considered important and this includes the quality of the landscape within the SEILs. Opportunities for further positive effects include the creation of strong landscape frameworks for each location. Local Development Plans should indicate how this could be delivered.

Water

- 2.20 Flooding may be an issue in some locations. The first stage in identifying these location is contained within Appendix 3: Strategic Flood Risk Assessment of the Updated Environmental Report. Appropriate mitigation, including the use of SUDS adding to green infrastructure and reinforcing the green network, should be developed as part of local development plan considerations.

Strategic Freight Transport Hubs

Biodiversity

- 2.21 The strategic freight transport hub at Glasgow Airport is in close proximity to Black Cart SPA. The Renfrewshire Local Development Plans and/or masterplans should appraise any potential negative impacts and identify mitigation.

Landscape

- 2.22 The potential negative effect of any new freight development will be felt at a local or project level. Local Development Plans and masterplans should identify mitigation measures with regard to landscape issues. This may include the use of planting and green network to increase the capacity of the local environment to accommodate development at these established locations.

Soils

- 2.23 The specific location of new development within the strategic freight transport hub is unknown. Local development plans and/or masterplans should avoid building on valuable soil resources e.g. prime agricultural land, carbon rich soils.

Water

- 2.24 There are potential flooding issues in respect of King George V Dock and Greenock Ocean Terminal. Local Development Plans and the emerging Clyde Marine Plan should identify measures to protect against or manage flood risk and any loss of flood storage capacity mitigated to achieve a neutral or better outcome.

Low and Zero Carbon Generating Technologies

- 2.25 This section of the SDP relates mainly to encouraging renewable energy development, low and zero carbon generating technologies and waste management facilities to appropriate locations. The assessment was found to be generally positive in environmental terms. Whilst there is benefit in prioritising protection for designated sites, it is worthwhile emphasising the need for careful planning to mitigate impacts on the wider environment, including water and soil resources. This will happen at the local level within development planning and supplementary guidance and through project level Environmental Impact Assessments where appropriate.

Green Network

- 2.26 SDP Background Report 11 Green Network identifies the existing strategic green network and aims to improve network connectivity. There will be opportunities to maximise benefits by targeting health improvement measures, active transport, restoration of previously damaged environments, climate change mitigation and enhancement of biodiversity. Mitigation of potential localised issues is expected to be achieved through project level planning and good environmental management. Local Development Plans should be aware of potential negative effects where this could facilitate the spread of invasive species. Local Authorities should seek further advice as appropriate.

Strategic Walking and Cycling Network

Biodiversity

- 2.27 There is potential for mixed effects on biodiversity. Improved access could result in disturbance, particularly for sensitive protected sites and species, such as the Inner Clyde SPA. Consideration of this should be given at the Local Development Plan level. Measures could include appropriate design and construction methods alongside visitor management measures.

Climatic Factors

- 2.28 Relevant Local Development Plans should consider the viability of coastal pathways over the long term period alongside the need to anticipate or adapt to this in light of climate change impacts.

Cultural Heritage

- 2.29 At Local Development Plan or project level, consideration should be given to whether construction of paths or routes could have visual impacts or negative effects on heritage sites and their settings. Any potential adverse effects on archaeological remains should be avoided or minimised through appropriate design, routing and construction.

Landscape

- 2.30 Localised mitigation may be required in sensitive locations to avoid negative effects from new tracks or associated infrastructure such as signage.

Soil

- 2.31 No significant effects on soil are expected, although route design may need to take account of local characteristics and sensitivities, as well as good practice in the handling of soil at the project level.

3. Environmental Report and Comments Received

- 3.1 By its nature, strategic planning focuses on broad locations and general policy themes, therefore, the updated Environmental Report identifies appropriate and proportionate responses to broad strategic outcomes and actions. Where further consideration is required within the Local Development Plan context guidance is provided to local authorities as outlined in Table 1.

Table 1 - How the Environmental Report has been taken into account

Issue	Mitigation / Monitoring recommendation
A successful and sustainable place: supporting sustainable economic growth	
Potential impacts on air quality arising from increased density of development, redevelopment of brownfield land and an emphasis on town centres and compact settlements.	Local Development Plans should continue to emphasise the importance of ensuring that site allocations are closely linked with public transport networks and access points. This is interwoven throughout the text of the SDP and reflected in the Background Reports.
Potential impacts of housing development on biodiversity, soil, water, flooding, landscape and cultural heritage.	Development plans should aim to identify sites that minimise the potential for environmental effects. This will be explored further in the SEA of local development plans. Mitigation will be required as development proposals progress to the consenting stage.
Potential impacts on climate change emissions arising from further tourism travel.	The SDP recognises the importance of low carbon transport options for visitors and the opportunities for projects such as scenic corridors to be multimodal.
A low carbon place: supporting a low carbon economy	
Potential for effects on air quality arising from increased biomass for heat.	Continuing monitoring of air quality impacts of biomass. This should particularly focus on areas where there are existing concentrations of air pollution, specifically Air Quality Management Areas.
Potential landscape, visual and community impacts arising from onshore wind deployment.	Further consideration of landscape impacts (cumulative and individual) will be required within Local Spatial Frameworks for wind energy development and their associated SEA, following the SPP framework. Monitoring of development should also continue.

Issue	Mitigation / Monitoring recommendation
Potential impacts on communities arising from development of waste infrastructure.	These effects remain uncertain at this stage and require fuller consideration and mitigation as project proposals progress to the consenting stage. The SDP and SPP provide an appropriate framework for achieving this.
A natural resilient place: supporting positive environmental action	
Potential to provide for further benefits in relation to green infrastructure including green, blue and grey networks and all aspects of open space.	These effects will be significant and Local Development Plans should promote the role of the natural environment as an integral part of - placemaking.
Potential further positive effects by promoting the value of green infrastructure as an integral part of development.	Local Development Plans should provide policy support for the integration of green infrastructure in new developments in order to maximise their contribution to placemaking through the delivery of significant environmental benefits for example derelict land reclamation and active travel.
Potential to achieve significant benefits through the identification and delivery of green network priorities	These effects could be significant. Local Development Plans will seek to enhance the existing green network through the delivery of the green network Strategic Delivery Areas in order to maximise their significant environmental and health benefits.
A connected place: supporting sustainable travel	
Potential effects from future improvements to transport infrastructure to support the city regions transport network, economic development locations, including links to the SEILs, strategic centres and and tourism routes.	These effects remain uncertain at this stage and require fuller consideration. This will be explored further in the SEA of Local Development Plans as well as Local Transport Strategies. Mitigation will be required as project proposals progress to the consenting stage.
Impacts arising from improved international connections, including climatic factors, water and the coastal environment.	Consider focusing on improving surface transport access particularly for public transport to Glasgow Airport rather than expansion of facilities to facilitate additional passenger numbers.

3.2 The Environmental Report has been the subject of consultation, sitting alongside the SDP at all stages. The comments received are outlined in Table 2 below with a note on how the comment was taken into account in the SDP.

Table 2 List of Consultation Responses and how they have been taken into account

CONSULTEE / RESPONDENT	SUMMARY OF COMMENTS	HOW THE COMMENT WAS TAKEN INTO ACCOUNT IN THE STRATEGIC DEVELOPMENT PLAN
Historic Scotland	We are content that the report is well presented and clearly considers the environmental effects likely to arise as a result of implementing the plan for the historic environment. We have no specific comments to make on the ER at this time.	No action required
SNH	<p>We are pleased to note that our comments on the environment report have been taken into consideration in the preparation of this updated ER. With the greater use of commentary we are able to better understand the assessment findings and we broadly agree with all these.</p> <p>We particularly welcome that there is now an assessment been undertaken for the City Deal projects and we agree with the findings and identified mitigation.</p>	No action required
SEPA	It is noted that potential impacts on air quality have been recognised for some of the strategy components such as increased density of development and increased use of biomass for heat. The assessment also recognises potential impacts on air quality with regard to the Strategic Economic Investment locations. For these areas it is proposed that the mitigation measures should be fully identified at the local development plan (LDP) stage.	

CONSULTEE / RESPONDENT	SUMMARY OF COMMENTS	HOW THE COMMENT WAS TAKEN INTO ACCOUNT IN THE STRATEGIC DEVELOPMENT PLAN
	<p>We are concerned that there is no policy on air quality in the SDP.</p> <p>We strongly recommend these issues are taken forward in Clydeplan 3.</p>	Noted
SEPA	<p>It is noted that the assessment of strategic freight transport hubs has requested that LDP's and or masterplans should avoid building on valuable soil resources such as carbon rich soils. There is no policy within the SDP to cover the protection of carbon rich soils.</p> <p>We strongly recommend these issues are taken forward in Clydeplan 3.</p>	Noted
SEPA	<p>In general we are satisfied with the overall principles of the SFRA proposed particularly given the strategic level scale. However, we would recommend the following:</p> <ul style="list-style-type: none"> • Inclusion of Flood Protection Scheme's data • Use of historical flooding information • Inclusion of Natural Flood Management maps • Further consideration of climate change with use of NFRA data on catchment sensitivity to climate change and low probability flood map for fluvial and coastal • Outlining how the SFRA will be used to ensure that development proposals are not at risk of flooding i.e. Iterative approach involving Avoidance of risk as the first principle, mitigate/manage any outstanding risk and establish principle of development. 	Noted

CONSULTEE / RESPONDENT	SUMMARY OF COMMENTS	HOW THE COMMENT WAS TAKEN INTO ACCOUNT IN THE STRATEGIC DEVELOPMENT PLAN
	<p>Within Schedule 2, we recommend that flood risk is identified as a challenge for those Strategic Centres where this has been identified in the Clydeplan Strategic Flood Risk Assessment (included as an appendix to the Environmental Report for the SEA).</p> <p>In terms of general caveats it should be noted that the fluvial (river) map does not show flooding from small watercourses i.e. where the catchment area draining to the river is less than 3km². It can also be particularly difficult to accurately represent urban areas where the effects of complex surface drainage systems and hydraulic structures may affect a flood.</p> <p>The modelling method for coastal flooding does not specifically take account of mechanisms at work during a storm event and cannot account for potential effects of wave action.</p> <p>The potential risk of flooding from raised canals should also be considered under other sources. Although smaller in scale and volume than a dam, a canal breach has the potential to cause rapid, high velocity inundation and risk to life and infrastructure. The Union Canal breach in Fountainbridge, Edinburgh in June 2002 for example is one contemporary example of such a flood. Consultation with Scottish Canals on any information they hold on this matter may prove beneficial.</p>	<p>Schedule 2 amended as requested.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

4. Modifications from Examination Report

- 4.1 Following Examination of the SDP, the Scottish Ministers have approved the SDP with a list of modifications specifying required changes. Many of the modifications relate to changes in syntax or they are minor consequential modifications. Those changes deemed to have potentially significant effects on the SDP and the Environmental Report are listed in Table 3 below alongside an explanation of how each might impact on the SDP, its accompanying Environmental Report and relevant Local Development Plans.

Table 3 - List of Modifications from Examination Report and their effect on the SDP and Environment Report

ISSUE	COMMENT	RESPONSE
06 Network of Strategic Centres	<p>In Schedule 2, in all entries under the heading ‘Challenges’, except those for Lanark and Ravenscraig, insert an additional bullet point as follows:</p> <ul style="list-style-type: none"> • ‘parts of the area subject to flood risk’. 	<p>Schedule 2 amended as requested.</p>
10 Selection of Growth Scenario	<p>Delete paragraphs 6.60 to 6.62. Replace these with a new paragraph as follows: ‘In order to provide flexibility, support the housebuilding industry and provide for long term growth, a generosity level of 15% has been applied to the Housing Supply Target (Schedules 6 and 8).’</p> <p>‘Regardless of the indicative surpluses and shortfalls (based on 2013 housing supply data) shown in Schedules 9 and 10, each local development plan will ensure, in accordance with Policy 8 and informed by up to date housing land supply data, that sufficient housing land is allocated which is effective, or capable of becoming so, such as to meet the housing land requirements for each housing sub-market area and each local</p>	<p>Detailed consideration of these amendments concluded that current land supplies indicate sufficient land to accommodate the increase in the Housing Land Requirement from 10% in the Proposed Plan to 15% across the whole City Region.</p> <p>Notwithstanding overall land availability, Schedule 9 shows indicative surpluses and shortfalls in land supplies across Housing Market Areas, with one small shortfall in the Airdrie and Coatbridge Housing Sub-Market Area.</p> <p>Consequently, the Scottish Ministers modified Policy 8 advising local authorities of the steps to be taken to remedy any shortfall (see below).</p> <p>Accordingly, the current guidance offered in the Environmental Report remains valid.</p>

ISSUE	COMMENT	RESPONSE
	authority as set out in Schedules 8, 9 and 10.'	
10 Selection of Growth Scenario	<p>In Policy 8, add a new paragraph to the end of the policy as follows: 'Local Authorities should take steps to remedy any shortfalls in the five year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:</p> <ul style="list-style-type: none"> • The development will help to remedy the shortfall which has been identified; • The development will contribute to sustainable development; • The development will be in keeping with the character of the settlement and the local area; • The development will not undermine green belt objectives; and • Any additional infrastructure required as a result of the development is either committed or to be funded by the developer.' 	<p>The consequence of increasing the Housing Land Requirement from 10% to 15% clearly has potential to cause further significant environmental effects.</p> <p>The Scottish Ministers modified wording of the new paragraph of Policy 8 is considered to be of minimum strategic significance given that only one Housing Sub-Market Area (Airdrie and Coatbridge) shows a shortfall of 840 units for the period 2012-29. Additionally, the newly added list of criteria in modified Policy 8, including the reference to sustainable development and green belt objectives, is considered sufficient mitigation to balance environmental effects.</p> <p>Thus, the small shortfall of 840 units does not require identification of city region scale strategic housing release. Land for the additional units at Airdrie and Coatbridge will be addressed through the local development plan, taking account of the criteria listed in Policy 8 and the current guidance offered in the Environmental Report.</p>
16 Delivering Heat and Electricity	<p>In Policy 10, under 'Heat Mapping' insert a new initial sentence: 'Subject to the satisfactory resolution of data access issues, supplementary guidance will be prepared to address cross boundary issues for strategic heat infrastructure.'</p>	<p>The SDP supports the transition and delivery of low and zero carbon technologies across the city region. Clydeplan will continue to provide additional clarity in relation to heat mapping, in particular with regard to cross-boundary issues for strategic heat infrastructure across the city region through the preparation of Supplementary Guidance.</p>

ISSUE	COMMENT	RESPONSE
17 Onshore Wind Spatial Framework	<p>3. In Policy 10, replace the text under ‘Onshore Wind’ with the following: ‘In order to support onshore wind farms, local development plans should finalise the detailed spatial framework for onshore wind for their areas in accordance with SPP, confirming which scale of development it relates to and the separation distances around settlements. Local development plans should also set out the considerations which will apply to proposals for wind energy development, including landscape capacity and impacts on communities and natural heritage. Proposals should accord with the spatial framework set out in Diagram 6 and finalised in local development plans.’</p>	<p>The SDP sets a broad strategic direction for the siting of wind turbines throughout the city region with detailed site specific matters dealt with at local development plan level. Clydeplan will continue to support additional clarity within local development plans through the inclusion of work already undertaken in relation to landscape capacity in each local authority.</p>
20. Forestry and Woodland	<p>Remove text at paragraph 8.13 and replace with: “The Forest and Woodland Strategy (Background Report) 12 or replacement supplementary guidance will inform:</p> <ul style="list-style-type: none"> • the preparation of Local Development Plans; • the development of detailed and local guidance; • planning decisions which would affect woodland creation, management and removal; and • funding decisions with regards to the Scottish Rural Development Programme 2014-20 <p>At Policy 13, Forestry and Woodland; i) Insert at the end of the second bullet point, “or as</p>	<p>The SDP sets a broad strategic direction for the appropriate siting and location of forestry and woodland throughout the city region. Clydeplan will continue to support additional clarity within the city region and prepare Supplementary Guidance within one year of approval of the SDP i.e. no later than 24th July 2018.</p>

ISSUE	COMMENT	RESPONSE
	<p>replaced by supplementary guidance referred to below".</p> <p>ii) Insert as a new paragraph below both bullet points, "Supplementary Guidance will be produced to replace the Forestry and Woodland Strategy (Background Report 12). This will update the information and guidance currently contained within in it, including that set out at paragraph 8.12. The supplementary guidance should be submitted to Ministers within 1 year of the date of approval of this plan.</p>	
<p>21 Promoting Responsible Extraction of Resources</p>	<p>Replace the first paragraph of Policy 15 with the following: 'An adequate and steady supply of minerals will be maintained. This will include a land bank for construction aggregates equivalent to at least 10 years extraction - supplementary guidance will set out how this is to be achieved.'</p>	<p>The SDP includes a policy to promote responsible extraction of resources. Whilst it continues to reflect the need for a 10 year landbank for construction aggregates, it also allows for a criteria-based approach to be taken in some circumstances, where there is already a sufficient landbank or substantial unconstrained aggregates are available. This approach will be taken forward as Supplementary Guidance.</p>

5. Conclusion

Reasons for Selecting the Clydeplan SDP as Adopted

- 5.1 The SDP sets the spatial context for the sustainable economic growth in the Glasgow City Region. This is based upon a compact city model which prioritises brownfield land development over greenfield release and the Assessment of Development Proposals (Diagram 10) aims to direct development proposals to the most sustainable locations.
- 5.2 Overall there was a good level of support from respondents for the SDP and its Environment Report. The SEA found that the Diagram 10 Assessment of Development Proposals of the SDP Spatial Development Strategy is likely to have an overall positive benefit on the environment particularly in respect of biodiversity, population, health, water, air, climatic factors, material assets and landscape.
- 5.3 Notwithstanding potentially significant positive effects of the SDP Spatial Development Strategy, it is recognised that the predicted population growth and development associated with this could have a negative impact on biodiversity and soil. Additional impacts are very difficult to anticipate without knowledge of specific information and are therefore unknown at this stage in the planning process. This is perhaps typical of strategic planning where the broad development principles in general locations are established. It is recognised that further consideration at Local Development Plan and master planning is required and the Strategic Environmental Assessment attempts to steer local authorities towards appropriate mitigation.

Monitoring the Environmental Effects of Clydeplan SDP

- 5.4 The primary method of monitoring will be through reviewing the performance of the Local Development Plans that proceed the SDP. Therefore, Clydeplan develop monitoring reports as key land supply issues including housing and vacant and derelict land. Regarding indicators at the strategic level, the SDP will:
- test the predictions made in the assessment and check the delivery and performance of mitigation measures;
 - collect information for future assessment purposes (data gaps);
 - monitor any environmental effects that have been identified as being significantly negative.
- 5.5 Clydeplan will develop a small suite of regional indicators during the life of the Strategic Development Plan. This will include monitoring of:
- spatial development priorities identified in Diagram 2 Spatial Development Strategy of the SDP including Community Growth Areas, Strategic Economic Investment Locations, Strategic Centres, Green Network Strategic Delivery Areas and Strategic Freight Transport Hubs;
 - any cumulative, synergistic or secondary impacts arising from common areas of concern that may not be strategic in nature at individual local authority level but, when considered across the constituent local authorities' Local Development Plan Environment Reports create a significant environmental

effect. These effect may not be known at this time but could become evident over the lifetime of the SDP period;

- a rolling Habitats Regulations Appraisal taking account of development potentially affecting Natura 2000 sites, particularly around Glasgow Airport;
- areas where flooding is a strategic issue. Clydeplan will continue to work closely with SEPA and relevant partners for further clarification on this issue.

- 5.6 This list is not exhaustive and further issues are likely to arise within the SDP period and these will be incorporated and monitored, as appropriate.
- 5.7 Key components of the Spatial Development Strategy Development Corridor along the River Clyde, Clyde Waterfront and Clyde Gateway have the potential to generate cumulative effects in relation to water management and in particular flooding. The Clydeplan will monitor the link between development and increased capacity of drainage infrastructure.
- 5.8 The SDP as a whole has the potential to change to the overall definition, character and quality of the settlement edges but many effects will be specific to place and local environmental character. Local development plans have the opportunity to identify and to realise the opportunities for mitigation and enhancement for each scheme in its policies and proposals, as well as to ensure these opportunities link back to development on the ground via conditions attached to planning consent.
- 5.9 With regard to identifying gaps in cumulative impact, further detail on the cross boundary impacts of biomass wood fuel planting, River Basin Management Planning, wind and heat energy is required.
- 5.10 Clydeplan is required to monitor statements and, in terms of data collection, it is expedient to combine SDP monitoring with Strategic Environmental Assessment monitoring.

6. Post-Adoption SEA Statement - Clydeplan

Part 1	
To:	SEA.gateway@scotland.gsi.gov.uk or SEA Gateway Scottish Executive Area 1 H (Bridge) Victoria Quay Edinburgh EH6 6QQ
Part 2	
A post-adoption SEA statement is attached for the PPS entitled:	
Glasgow and the Clyde Valley Strategic Development Plan (01000)	
The Responsible Authority is:	
Clydeplan (Glasgow and the Clyde Valley Strategic Development Plan Authority)	
Part 3	
Contact name	Stuart Tait
Job Title	Manager
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Contact tel no	0141 229 7741
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Signature & date	 15 th September 2017

Post-adoption SEA statement for:

Clydeplan Strategic Development Planning Authority

Adopted on:

Approved by Scottish Ministers on 24th July 2017

Responsible Authority:

Renfrewshire Council

This document (referred to here as the post-adoption SEA statement) has been prepared in accordance with Section 18 of the Environmental Assessment (Scotland) Act 2005.

Website

The full PPS as adopted, along with the Environmental Report and post-adoption SEA Statement are available on the Responsible Authority's website at:

www.clydeplan-sdpa.gov.uk

Office Address

The PPS, as adopted, along with the Environmental Report and post-adoption SEA Statement may also be inspected free of charge at the principal office of the Responsible Authority:

Contact name, address and telephone number

Clydeplan, Lower Ground Floor, 125 West Regent Street, Glasgow, G2 2SD
0141 229 7730

Times at which the documents may be inspected or a copy obtained:

Monday - Friday, 9am until 5pm.

Name of Responsible Authority	Renfrewshire Council
Title of PPS	Glasgow and the Clyde Valley Strategic Development Plan
Purpose of PPS	To provide a strategic framework for development across the plan area from 2017 up to 2040
What prompted the PPS (e.g. a legislative, regulatory or administrative provision)	The Planning etc. (Scotland) Act 2006
Subject (e.g. transport)	Land use planning
Period covered	Up to 2036
Frequency of updates	Submission to Scottish Ministers from approval 4 years from date of approval
Area of PPS (e.g. geographical area)	Glasgow and the Clyde Valley incorporating the administrative boundaries of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire, West Dunbartonshire (excluding that part covered by the Loch Lomond and Trossachs National Park Authority).
Summary of nature/content of PPS	Strategic land use planning policy
Date adopted	24 th July 2017
Contact name & job title Address, email, telephone number	Stuart Tait Manager Clydeplan Lower Ground Floor 125 West Regent Street, Glasgow G2 2SD stuart.tait@clydeplan-sdpa.gov.uk 0141 229 7730
Date	15 th September 2017



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