

Glasgow and the Clyde Valley Strategic Development Plan

Strategic Environmental Assessment
Environmental Report (Revised)
Non-technical Summary

November 2010

SEA

GCVSDPA Environmental Report Non-Technical Summary

This non-technical summary sets out the aims and findings of the Strategic Environmental Assessment (SEA) that has informed the evolution of the Main Issues Report (MIR) and will subsequently help inform the Strategic Development Plan (SDP). This document can be read separately or as part of the overall Environment Report.

The Environmental Report was prepared by the Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA) and was submitted to the Consultation Authorities (Scottish Natural Heritage, Historic Scotland and Scottish Environmental Protection Agency) on 12th November 2010, and opened for public consultation, along with the GCVSDPA MIR until 14th January 2011.

All relevant documents can be found at www.gcvsdpa.gov.uk/mir If you are unable to access the documents online then they can be obtained from the following address:

Glasgow and the Clyde Valley Strategic Development Planning Authority
Lower Ground Floor
125 West Regent Street
Glasgow
G2 2SA

Or alternatively you can call: 0141 229 7730

Written comments on the relevant documents are welcomed and are asked to be received by 14th January 2011

By internet: complete the online questionnaire at www.gcvsdpa.gov.uk/mir

By email: mir@gcvsdpa.gov.uk

By post: Glasgow and the Clyde Valley Strategic Development Planning Authority
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1 Introduction

- 1.1 Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA) is a strategic land use planning organisation that covers the eight council areas in the Glasgow and Clyde Valley area, including East Dunbartonshire, East Renfrewshire, Inverclyde, Glasgow City, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire. The Authority sets out a long-term spatial planning strategy that broadly defines the future location of development and related activity in the wider Glasgow metropolitan area up to 2035. As part of its role the GCVSDPA is preparing a Strategic Development Plan (SDP).



- 1.2 The Glasgow and the Clyde Valley SDP will:

- cover an area with a population of 1.75 million and 792,000 households;
- address forecast population and household growth;

- provide a framework for the future development and growth across the Glasgow and Clyde Valley city region from 2012 to 2035;
- focus the development path for Glasgow and the Clyde Valley incorporating key development 'drivers of change' including the economy, sustainability, climate change and land-use transport integration.

1.3 As part of the SDP process, the SDPA has a duty to carry out a Strategic Environmental Assessment (SEA) of the SDP and the environmental report states the potential environmental impacts of the proposals within the SDP. It helps to enable the Consultation Authorities and other interested parties to form a view on the proposals in the SDP. The Strategic Environmental Assessment (SEA) will play an important role in ensuring the long-term environmental sustainability of the SDP.

2 Consultation on the Environmental Report and MIR

2.1 A key purpose of the Environmental Report is to equip consultees with the environmental information they need to respond to the MIR consultation in an informed way. In light of early comments received, this is a Revised Environmental Report and the consultation period will run from 12th November 2010 until 14th January 2011. Responses should be directed to the MIR team in writing, either by email or in hard copy. Contact details can be found at the beginning of this document. To help structure responses, consultees are invited to consider the following questions. Consultees should also feel free to comment more generally on its content if they would prefer to do so.

- Do you agree with the baseline environmental position of the GCV area?
- Are there any other plans or policies (in addition to those already stated) or wider environmental objectives that have been omitted?
- Have we identified the most pressing or significant environmental issues affecting the GCV area?
- Are there any significant or cumulative environmental effects in particular locations across the GCV area and on particular environmental features?
- Are there any other relevant positive environmental outcomes that the SDP could deliver?

2.2 When the consultation period ends, all comments and response will be reviewed and taken into account in finalising the SDP. Publication of the SDP is expected to take place in September 2011. At that time a post adoption statement will be published which sets out the way in which consultation comments have been taken into account, and provides commitments to future monitoring of predicted environmental effects. It is currently proposed that this should be built into future monitoring and review of the SDP.

3 Outline of the contents and main objectives of the MIR

3.1 The MIR rolls forward elements of the current Metropolitan Development Strategy of the Structure Plan which remain in their infancy in terms of delivery and impact. These include:

- thirteen Community Growth Areas (CGAs);

- Green Network;
- Clyde Waterfront (incl. Riverside Inverclyde and Clydebank Re-built);
- Clyde Gateway;
- Ravenscraig;
- Glasgow City Centre;
- Glasgow International Airport;
- the Metropolitan Glasgow Strategic Drainage Plan; and,
- strategic rail investment in the city centre and to the West of the conurbation, including links to Glasgow International Airport and major road investment schemes.

3.2 The MIR also proposes:

- a network of Strategic Centres chosen on the basis of the role and function including retail and community uses;
- a network of Strategic Economic Investment Locations (SEILs);
- no further land releases for private sector housing;
- Green Network strategic opportunities;
- a search area for wind farm development; and
- biomass woodfuel production opportunities.

4 Current state of the GCV environment and existing environmental challenges

4.1 The GCV city-region has a rich and diverse range of natural and cultural features and these play an important role in place-setting and attracting economic investment.

Biodiversity	<p>The GCV city-region has a rich resource of designated parks, gardens, international, national and local nature reserves.</p> <p>Approximately one-third of species in the city-region are stable with a further 55 increasing.</p> <p>Approximately one-fifth of BAP species in the GCV city-region are in decline</p>
Population and Human Health	<p>There is a projected increase of up to 66,000 in population over the lifetime of the plan to 2025.</p> <p>Concentrations of deprivation are largely within Glasgow, north Lanarkshire and South Lanarkshire.</p> <p>People living in the most deprived areas have particular concerns about their local environment and quality of life e.g. dereliction, safety, vandalism, crime etc</p> <p>In general terms, recommended levels of physical activity are not being met within the city-region.</p>
Soil	<p>Agricultural land is being developed at twice the rate as in the mid-1990s.</p> <p>Levels of industrial and chemical soil pollution have generally declined as a result</p>

	<p>of reclamation and regulation.</p> <p>Targeted regeneration in areas with the greatest level of vacant and derelict land has accelerated this process further.</p> <p>Scottish soils are characteristically high in carbon content offering a function as a carbon sink.</p>
Water	<p>Drainage is a key urban issue because development tends to reduce surface permeability and increased run-off can lead to water quality and quantity.</p> <p>Predicted additional pressure on water supplies due to increased demand and climate change.</p> <p>There is a need to balance levels of abstraction with meeting the needs of users whilst leaving enough water in the environment to conserve habitats and species.</p> <p>Water quality has generally improved over the past two decades.</p>
Air	<p>Many air pollutants have decreased as a result of a shift to unleaded fuels. However, this is likely to be off-set by an increase in vehicle use.</p> <p>Annual mean trends for ground level ozone indicate a gradual increase. This could be related to recent warm summers.</p> <p>Air Quality Management Zones have been identified within the city-region reflecting better monitoring and tighter standards.</p>
Climatic Factors	<p>Research indicates that man-made GHG have played a significant role in overall rise of global temperatures since 1850.</p> <p>The GCV region is expected to experience the potential impacts of climate change as the decades go on. This could potentially include:</p> <ul style="list-style-type: none"> • greater levels of rainfall • increased incidences of flooding; and • rising sea levels affecting coastal areas/river basins and an accentuation of a range of potential natural hazards i.e. landslides etc. <p>Domestic emissions in the GCV are higher than relative to the rest of the UK.</p> <p>Transportation is responsible for 24% of all emissions. Land use distribution and development density can contribute to the reduction in emissions.</p>
Material Assets	<p>Biodegradable Municipal Waste is a priority for reduction and recycling targets.</p> <p>Recycling targets in the National Waste Plan have been exceeded.</p> <p>Biomass as a woodfuel resource in Scotland could play a significant role in</p>

	<p>electricity production.</p> <p>There is potential for up to 10% of Scotland’s electricity generation to come from wave and tidal stream power by 2020.</p>
Cultural Heritage	<p>The city-region has a rich and diverse cultural heritage resource which plays a crucial role in terms of place-setting and attracting inward investment. Very broadly, this includes:</p> <ul style="list-style-type: none"> • 2 World Heritage sites; • 1064 A Listed buildings; • 5249 B Listed buildings; • 1896 C Listed buildings; • 99 Conservation areas; • 20 Gardens and designate landscapes; and, • 59 Scheduled ancient monuments.
Landscape	<p>The GCV area encompasses coastal, lowland, mid-altitude and upland landscapes predominately cultivated or affected by human activities and contains significant urban developments. The area supports a broad range of natural heritage interests, fundamentally reflecting climatic, topographical, geological and altitudinal variations, but variously altered by past land-use.</p> <p>The GCV area includes landscapes recognised as nationally and regional import including Loch Lomond National Park, Campsie Fells, Muirshiel Regional Park, the Southern Uplands and the Clyde Valley.</p> <p>There are also numerous country parks, often based around the remnants of old country estates.</p>

5 Outline of methods for undertaking the assessment

- 5.1 A combination of thematic analysis, constraints mapping and an objective-led assessment has been undertaken. This combination of approaches helps to present SEA information in as simple a format as possible with a view to engaging a wide range of stakeholders. Using maps to represent the data for regionally significant issues can be more visually appealing and better understood rather than a long series of matrices or text.
- 5.2 That said maps alone cannot always distinguish between insignificant and significant environmental effects and for this reason, in certain instances, thematic analysis is more appropriate. This provides a broad brush approach which allows the effects of the whole plan to be considered as well as facilitating a proportionate approach to the Environmental report.

6 Key findings of the assessment and proposed mitigation measures

- 6.1 The MIR puts forward a spatial strategy which seeks to balance environmental objectives with population, economic and infrastructure growth. In relation to the MIR Vision, Spatial

Strategy and Main Issues, the Environmental Report identifies a number of recommendations.

Legacy elements: GCV Joint Structure Plan 2006 and NPF2

- 6.2 The MIR rolls forward elements of the current Metropolitan Development Strategy of the Structure Plan which remain in their infancy in terms of delivery and impact. These include:
- Community Growth Areas (CGAs);
 - Green Network;
 - Clyde Waterfront (incl. Riverside Inverclyde and Clydebank Re-built);
 - Clyde Gateway;
 - Ravenscraig; and,
 - Glasgow City Centre and Glasgow International Airport

Further legacy elements stem from Key Infrastructure Priorities of the current Structure Plan. These are:

- the Metropolitan Glasgow Strategic Drainage Plan; and,
- strategic rail investment in the city centre and to the West of the conurbation, including links to Glasgow International Airport and major road investment schemes.

These are supported through the NPF2 and the Government's Strategic Transport Projects Review and therefore remain relevant to the MIR.

Recommendation 1:

- 6.3 Previous assessments of legacy elements of the MIR show an awareness of the potential positive and negative environmental effects. Within this Environmental Report these issues will not be considered further as this level of assessment is considered sufficient within the strategic planning context. This is because mitigation measures for potentially negative effects are more appropriately dealt with at the local or project/master planning stage and their associated assessments.

ASSESSMENT OF VISION

- 6.4 The Development Vision proposed in the MIR comprises two parts. Firstly, a Spatial Vision to 2035 that emerged from the consideration of the Strategic Drivers of Change and from the Futures process (shown in Figures 8 and 9 of the MIR). Secondly, the key Development Principles that will shape the future geography of the city region. The Environmental Report will broadly assess both parts and consider the potential for improvement of environmental considerations. This section considers to what extent the proposed aims and objectives of the Spatial Vision and the SEA are complimentary as well as identifying potential tensions.

Recommendation 2:

- 6.5 The proposed plan should more explicitly emphasise the inter-relationship between the delivery of key infrastructure requirements and the achievement of the Spatial Vision. The aim of this will be to ensure that the broad aim of sustainable transport is carried through to influence development on the ground therefore creating positive environmental effects and avoiding negative effects.

ASSESSMENT OF MAIN ISSUES

- 6.6 This section of the MIR sets out a number of issues that need to be addressed in order to be ready to accommodate economic and population growth and deliver the Spatial Vision.

Adopting a demographic Planning Scenario

- 6.7 The MIR must take account of predicted population changes over a 25-year period in order to fully assess and more accurately estimate the demand for development within the plan period.

Recommendation 3:

- 6.8 When considering the environmental consequences of both the lower and higher migration scenarios, the forthcoming Proposed Plan should be more explicit in its consideration of environmental issues in terms of land take and subsequent impacts on soil, water, climatic factors, cultural heritage and landscape. These should be reported in a supplementary assessment alongside the Proposed Plan.

Issue 1: Breaking down distance – connectivity

- 6.9 This issue deals with the city-region being on the periphery of both UK and Europe. The MIR recognises that the long-term sustainability of short and medium-haul flights is questionable. However, given the lack of investment in high speed rail as an alternative to air travel, Glasgow International Airport (GIA) continues as the city-region's strategic economic gateway and one of the key issues for GIAs future is the continuing and developing air connectivity to and through GIA for air traffic.

Recommendation 4:

- 6.10 With regard to the SEA of the SDP process, it is recognised that a Habitats Regulation Appraisal is required along with further appropriate assessments relative to Natura 2000 sites that have the potential to be affected by development proposals within the MIR.

Recommendation 5:

- 6.11 Further environmental assessment and project-level mitigation will be required to avoid or reduce the predicted more localised negative effects of the development at the local level, focusing on issues including impacts on soil, water, cultural heritage and landscape.

Issue 2: Supporting a sustainable economy

- 6.12 The MIR identifies a network of Strategic Economic Investment Locations (SEILs) required to support the local economy. The starting point in identifying this network was to re-assess the 53 Strategic Industry and Business Locations (SIBLs) as identified and approved in the 2006 Structure Plan.

Recommendation 6:

- 6.13 The aspiration for sustainable transport is embedded within the MIR and this provides strategic level mitigation to link the SEILs network with sustainable transport. Further mitigation at the local and project level will be required to mitigate the potential for increased GHG emissions resulting from increased traffic.

Recommendation 7:

- 6.14 Further consideration of site specific issues relating to biodiversity, water, soil and landscape will be required at local and project level.

Issue 3: Promoting environmental action

- 6.15 The following areas of environmental action are proposed within the MIR:
- green network strategic opportunities and green belts;
 - biomass woodfuel production opportunities;
 - minerals; and,
 - wind energy search area.
- 6.16 Assessment of these actions results in mostly positive effects with the requirement for some local or project level assessment.

Recommendation 8:

- 6.17 Further consideration should be given to the strategic role of Biomass planting in the city-region. Greater clarity should be given at the Proposed Plan stage taking account of environmental designations and constraints with particular regard to landscape and cultural heritage issues.

Recommendation 9:

- 6.18 Evidence of research on the strategic significance of mineral resources and the impact of demand thereof should be provided in a background report to accompany the Proposed Plan and its associated supplementary assessment.

Issue 4: Sustainable locations

- 6.19 The MIR is required to identify sufficient land capacity to meet need and demand for commercial (including retail) and housing. This section of the MIR deals firstly with housing and then retail locations and presents a number of options relating to each sector. This assessment will mirror this sequence.

Housing

- 6.20 Under the new planning and housing systems there is a revised approach to assessing housing need and demand and through the development of this area of work the traditional view of tenure (public sector and private sector including owner-occupied and private rented) has been reassessed. Recent issues of affordability of housing have focussed attention on affordable products in the intermediate sector such as shared equity and shared ownership which offer an alternative, partly subsidised route onto the housing ladder. Together, the social rented and intermediate sectors form what can be described as the affordable sector.

Recommendation 10:

- 6.21 Considerate landscape treatment of edges of new development and their relationship to existing neighbouring settlements at local and project level should enable adequate mitigation for potential negative effects on landscape, cultural heritage, soil, sterilisation of

mineral resources and vacant and derelict. These are site specific issues and therefore more appropriately dealt with at the local and project level.

Recommendation 11:

- 6.22 The development of the CGAs presents potential for significant localised negative impacts on cultural heritage, landscape, soil, water and sterilisation of mineral resources dependent on character of the location. Nonetheless, the site specific knowledge is required to fully assess these implications. The solution ultimately lies at local and project level.

Recommendation 12:

- 6.23 There is potential opportunity for the development of the CGAs to use the vacant and derelict land to develop the concept of the Green Network and fully integrate this with the new development and this could be explored further should the SDPA reconsider the allocations of developable land. At this stage, these are site specific issues and therefore more appropriately dealt with at the local and project level.

Recommendation 13:

- 6.24 No further assessment of CGAs is required at SDP unless new issues emerge as a result of the consultation process.

Network of strategic centres

- 6.25 The MIR proposes a network of strategic centres. It states that city and town centres are fundamental to a sustainable strategy in that they are the core of communities and are generally well served by public transport. Such centres also support a wide range of role and functions such as business, offices, homes, leisure, education, heritage and community facilities. The role that most often characterises centres is retail, but each centre has a different balance in terms of its dominant role and function.

- 6.26 The proposal to reinforce these centres is likely to result in a positive effect in term of reducing transport emissions. Nevertheless, good access to public transport can skew assumptions for some town centres because the availability of parking can influence private car use. For that reason, the opportunity to reduce private transport related emissions is dependant upon the parking policies and provision of individual authorities.

Recommendation 14:

- 6.27 Mitigation exists within the MIR with regard to support for sustainable transport. Any negative impacts relating to traffic emissions can only be dealt with at an individual local authority level. No further mitigation action is required of the SDPA at this stage.

Issue 5: Tackling risk

- 6.28 The SDPA is required to submit an Action Plan to the Scottish Government as a key part of the new SDP process. This section of the MIR discusses the need to prioritise actions and as such does not present any issues for this assessment.

7 Cumulative, synergistic and secondary effects

7.1 Throughout this assessment, areas of cumulative and synergistic impact have been identified. This section will draw them together and consider the 'bigger picture'. There will be an element of 'squaring the circle' in terms of tackling potential significant and strategic negative impacts with identifying mitigation measures at local level. This will require monitoring and discussion amongst the eight constituent GCV authorities.

Recommendation 15:

7.2 Some flagship areas along the Clyde have the potential to generate cumulative effects in relation to water, and in particular flooding. It is recommended that the SEA monitors the link between development and increased capacity of drainage infrastructure.

Recommendation 16:

7.3 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 level planning has the opportunity to realise the opportunities for mitigation and enhancement for each scheme and ensures this links into development on the ground.

8 Monitoring

8.1 In accordance with Section 19 of the Environment Act (Scotland) 2005, this section is a description of measures concerning monitoring. These are measures that are envisaged to prevent, reduce and as far as possible offset any adverse environmental effects that have been identified earlier in the assessment. Monitoring will examine the significant environmental effects of the implementation of the SDP.

8.2 This part of the SEA process recognises that there has already been substantial mitigation work undertaken on the legacy components of the MIR including the CGAs, GCV Green Network, economic development locations, the Clyde Corridor, Metropolitan Glasgow Strategic Drainage Scheme and Commonwealth Games Facilities and Infrastructure.

Monitoring

8.3 A monitoring report has been undertaken for the GCVSDPA. In the future, this report will incorporate many of the monitoring needs identified within this SEA. The monitoring requirements identified during this SEA process will feed into the future monitoring report.

8.4 In conclusion and taking account of the points raised throughout this assessment, the following issues should be monitored throughout the lifetime of the SDP:

- potential issues around developing brownfield land especially pollution including, soil, air and issues of contamination given the industrial legacy of some of these sites;
- potential implications of development impacts on existing habitat designations;
- implementation of transport infrastructure as it can have a detrimental impact upon biodiversity in terms of loss and fragmentation of habitat caused by the creation of barriers to movement. This would be undertaken at an appropriate project level;

- monitoring of the Green Network Strategic Opportunities and other strategically significant projects;
- mineral extraction and remedial operations in terms of landscape matters;
- monitoring of edge of settle developments at the appropriate local authority level;
- monitoring of GCV waste levels and the siting of waste facilities will be dealt with at the appropriate local authority level;
- CO2 emission levels at a global, national and regional level through the Greenhouse Gas Regional Inventory Protocol (GRIP) methodology and other sources and their associated implications;
- wind farms developments;
- flood patterns across the GCV area;
- the delivery of the Strategic Metropolitan Drainage Plan across the GCV area; and,
- impacts on soil of proposed strategic developments especially the CGAs. This is a level of assessment that would be dealt with at the local level through masterplanning measures.

Mitigation

8.5 Given the strategic nature of the SDP and the local dimension of some of the monitoring recommendations mitigation measures issues will be dealt with at the local or project level and their associated assessments:

- the promotion of sustainable development patterns underpinned by public transport connections will help to tackle the issues of GHG emission across the GCV area. The GCVSDPA will continue to support, facilitate and participate in strategic transport joint working groups;
- the identification of appropriate measures to minimise the impact of increased incidences of flooding due to soil sealing across the GCV area. These will be identified in a detailed assessment for each development appraisal in order to minimise the potential impact. These will be undertaken at local or project level and their associated assessments;
- issues around impacts on landscapes and habitats must be appropriately mitigated through masterplanning exercise at the appropriate local and project level alongside the associated assessments;
- potential policy conflicts between forestry and other designation relating to biodiversity, landscape and cultural heritage. Strategic level mitigation is inherent in the MIR however, site specific issues will be tackled at local or project level and the associated assessment; and,
- there is a range of potential mitigation measures around flood prevention across the GCV area. These may be more appropriately dealt with at the local level. However, the GCVSDPA will continue to support, facilitate and participate in joint working groups to resolve strategic planning issues e.g. promoting the Metropolitan Glasgow Strategic Drainage Plan (MGSDP) as pilot approach to sustainable drainage.

9 Next steps

9.1 Stakeholder consultation will be an ongoing part of the development process of the SDP, to ensure that it is developed with key stakeholder inputs, including the wider public. Comments are sought on the SEA process and whether the appropriate issues for the SDP

have been identified. We would also welcome comments on any perceived omissions or gaps in our analysis.

9.2 Consultation and engagement will be undertaken for both the SDP and the SEA by various means including:

- the use of the GCVSDPA web site for information exchange, updating on timescales and events and inviting comment and feedback;
- workshops and meetings;
- feedback from SDP consultations relevant to the SEA. This will include convened meetings with the Statutory Consultees, interviews (either face to face or by telephone) with regional consultees and facilitated discussions.



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