



Glasgow and the Clyde Valley Strategic Development Plan

Strategic Environmental Assessment **Environmental Report** (Revised)

November 2010



SEA

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Acronyms

BAP

A Biodiversity Action Plan aims to identify, conserve and protect existing biological diversity, and to enhance it wherever possible.

GIS

A **geographic information system (GIS)** captures, stores, analyses, manages, and presents data that refers to or is linked to location. In the strictest sense, the term describes any information system that integrates, stores, edits, analyses, shares, and displays geographic information. In a more generic sense, GIS applications are tools that allow users to create interactive queries (user created searches), analyse spatial information, edit data, maps, and present the results.

GRIP

The Greenhouse Gas Regional Inventory Protocol is a scenario tool that can be utilised in order to compile Greenhouse gas emissions inventory at a particular region, in this case at the GCV area

GROS

General Register Office for Scotland runs the Census uses Census and other data to publish information about population and households.

GVA

Gross Value Added is the difference between output and *intermediate consumption* for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in production.

HS

Historic Scotland Historic Scotland is an executive agency of the Scottish Government and is charged with safeguarding the nation's historic environment and promoting its understanding and enjoyment on behalf of Scottish Ministers.

SAC Special Areas of Conservation

Sites designated under the EC Habitats Directive. They are intended to ensure that rare, endangered or vulnerable habitats and species of Community interest are either maintained at or restored to a favourable conservation status.

SEPA Scottish Environment Protection Agency

Scotland's environmental regulator. Its main role is to protect and improve the environment. SEPA is a non-departmental public body, accountable through Scottish Ministers to the Scottish Parliament.

SIMD Scottish Index of Multiple Deprivation

identifies small area concentrations of multiple deprivation across all of Scotland in a fair way. It allows effective targeting of policies and funding where the aim is to wholly or partly tackle or take account of area concentrations of multiple deprivation.

SNH Scottish Natural Heritage

Its role is to look after the natural heritage, help people to enjoy and value it, and encourage people to use it sustainably.

Single Outcome Agreement

This is an agreement between each Council in Scotland and the Scottish Government, based on the 15 national outcomes. The national outcomes reflect the Scottish Government's National Performance Framework but they also reflect established corporate and community plan commitments across Scotland's Councils and Community Planning Partnerships.

SPA Special Protection Areas

Sites designated under the EC Birds Directive. They are intended to protect the habitats of rare, threatened or migratory bird species.

SSSI Site of Special Scientific Interest

These are areas of land or water which, in the opinion of SNH are of special interest by reason of their flora, fauna or geological or physiographical features.

VDL

Vacant and derelict land is land which is unused for the purposes for which it is held and is viewed as an appropriate site for development. This land must either have had prior development on it or preparatory work has taken place in anticipation of future development.

Glossary

Biodiversity

The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it

Consultation Authorities

Organisations with a particular status for involvement in the SEA under the Regulations. In Scotland these are the Scottish Natural Heritage, Scottish Environment Protection Agency, Scottish Ministers (Historic Scotland).

Cultural Heritage

Includes scheduled monuments and other significant archaeological sites and landscapes, listed buildings, conservation areas, historic gardens and designed landscapes included in the published inventory and any others of national and Corporate importance which are likely to be included.

Cumulative effects

The effects that result from changes caused by a project, plan, programme or policy in association with other past, present or reasonably foreseeable future plans and actions. Cumulative effects are specifically noted in the SEA Directive in order to emphasise the need for broad and comprehensive information regarding the effects.

Enhancement

Measures envisaged to maximise the benefits of the positive actions of implementing the plan

Environmental assessment

A tool for integrating environmental considerations into decision making by assessing the significant environmental effects. In the SEA Directive, an environmental assessment means "the preparation of an Environmental Report, the carrying out of consultations, the taking into account of the Environmental Report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.

Environmental Report

Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme.

Mitigation

Used in this guidance to refer to measures to avoid, reduce or offset significant adverse effects on the environment.

Monitoring

Activities undertaken after the decision is made to adopt the plan or programme so as to examine its implementation. For example, monitoring to examine whether the significant environmental effects occur as predicted or to establish whether mitigation and enhancement measures are effective.

Natura 2000

Under the EU Habitats Directive, SPAs and SACs are together intended to form a European-wide network of protected areas designed to maintain or restore the distribution and abundance of species and habitats of EU interest. Many areas qualify for both SPA and SAC designation and as a matter of Government policy Ramsar Convention sites are afforded the same level of protection.

Objective

A statement of what is intended, specifying the desired direction of change.

Responsible Authority

Under the Act, the authority by which or on whose behalf the plan is prepared, or its successor.

Secondary effects

Effects which are attributable to the plan but which may not be obvious or direct. Secondary effects are specifically noted in the SEA Directive in order to emphasise the need for broad and comprehensive information regarding the effects.

Soil Sealing

The covering of the soil surface with impervious materials as a result of urban development and infrastructure construction. Sealed areas are lost to uses such as agriculture or forestry while the ecological soil functions are severely impaired or even prevented (e.g. soil working as a buffer and filter system or as a carbon sink). In addition, surrounding soils may be influenced by change in water flow patterns or the fragmentation of habitats.

Sustainable development

This concept recognises that achieving economic growth has to be done in such a way that does not harm the environment or squander the natural resources we depend on, whilst at the same time distributing the wealth this creates equally to improve quality of life now and in the future.

Synergistic effects

A type of **cumulative effect** where two or more impacts combine to produce a complex interaction where the effect may be larger or smaller than component impacts. Synergistic effects are specifically noted in the SEA Directive in order to emphasise the need for broad and comprehensive information regarding the effects.

SEA Act

Environmental Assessment (Scotland) Act 2005

SEA Directive

Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

Wellbeing

A good or satisfactory condition of existence; a state characterized by health, happiness, and prosperity; welfare:

Chapter One

Introduction

The Glasgow and the Clyde Valley Strategic Development Plan area

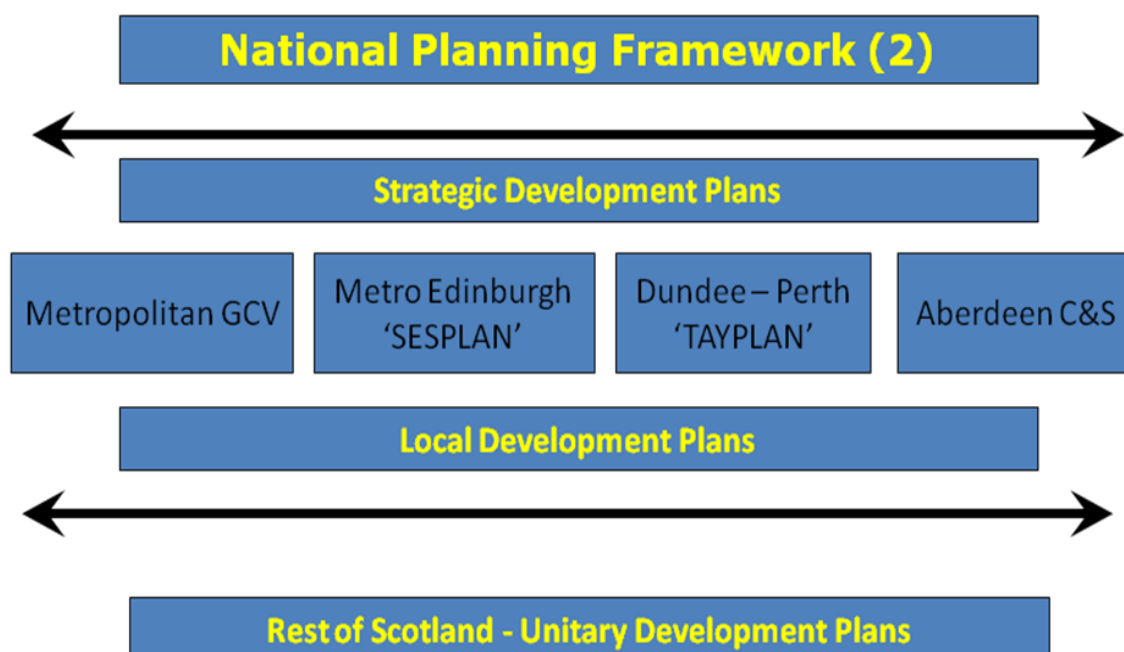
- 1.1 The Glasgow and the Clyde Valley Strategic Development Plan area (Figure 1) consists of eight separate Local Authorities namely, East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire, West Dunbartonshire (excluding that part covered by the Loch Lomond National Park Authority).

Figure 1: Glasgow and the Clyde Valley area



- 1.2 The Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA) role is to prepare a Strategic Development Plan (SDP) for the plan area. The plan will enable and steer future development across the plan area between 2012 and 2035. The plan will replace the existing structure plan for the area - the Glasgow and the Clyde Valley Joint Structure Plan 2000 and its four subsequent Alterations. It will differ from the previous generation of Structure Plans focusing substantively upon a spatial strategy and its priority developments and minimizing the content of detailed schedules, listings and related policies.
- 1.3 SDPs have an important role to play at the city region level, in terms of addressing strategic cross boundary planning issues. They cover land use and strategic infrastructure issues and guide the future use of land, the appearance of cities, towns and rural areas. They should indicate where development, including regeneration, should happen and where it should not. There is a statutory duty on development plans to contribute to sustainable development.
- 1.4 SDPs are required to set out a vision for their areas, provide a spatial strategy, and to consider development alongside other issues. This includes the principal social, economic, physical and environmental characteristics of the area, land use, population, infrastructure provision and use (including transport, communications, water and energy supplies and drainage) and any anticipated future changes to these matters.
- 1.5 More specifically, 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.
- 1.6 The SDP sits within a legislative land-use planning hierarchy (Figure 2). At the top of this hierarchy is the second National Planning Framework (NPF2), published in June 2009. NPF2 is the national strategy for the long-term development of the whole of Scotland and identifies key strategic infrastructure needs as 'national developments'. SDPs sit below NPF2 and cover Scotland's four largest city regions. They set the context for local development plans in these city-region areas and guide decisions on planning applications as well as informing and coordinating decisions on strategic infrastructure investment. The third level of the hierarchy is Local Development Plans which deal with the detailed local and site specific issues of the NPF2 and of the SDP. The GCVSDP guides development in the eight LDP areas.

Figure 2 Main components of the Scottish Planning system



Main Issues Report

- 1.7 The initial stage of delivering an SDP for the GCVSDPA area is driven by producing a Main Issues Report (MIR). An MIR has a strategic focus and explores the key issues and spatial options for future development at a strategic level. These issues and options will help feed down to the respective Local Authority level to provide a context where local decisions can be made in order to achieve the agreed outcomes for the region.
- 1.8 One of the key aims of an MIR is to provide a platform for discussion around the main issues involved in delivering the SDP for the GCV area, as it sets out the key issues which the region faces for the future. In addition to identifying the strategic land use planning issues, the MIR presents a vision of how the area should develop over the next 20 years. It also indicates, in general terms, development opportunities and constraints across the GCV area. However, it is important to stress that the MIR itself is not a draft plan; it is there to form the basis of a strategic discussion.
- 1.9 The GCVSDPA Main Issues Report sets out the preferred spatial strategy and the associated development locations and the SEA will assess the implications of these. More information about our Main Issues Report can be found at our website¹

¹ <http://www.gcvsdpa.gov.uk/mir>

Chapter 2

Baseline data and issues of relevance

Introduction

- 2.1 This section of the Environment Report sets out the environmental baseline characteristics and environmental issues relating to the GCV area. For a fuller description and full referencing and sourcing of facts and figures please see Appendix A.
- 2.2 The SEA process identifies the current baseline conditions and Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires that the Environmental Report includes a description of *“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”*, and *“the environmental characteristics of areas likely to be significantly affected”*. This highlights the key issues that the Main Issues Report should tackle and ultimately monitor. This section aims to describe the environmental context within which the GCV SDP operates.
- 2.3 It is important that the SEA focuses on environmental effects which are considered to be regionally significant. As a result, it is proposed that the following factors are combined and used to identify the significance of effects:
- magnitude of effect: what is the geographic extent of the effect?
 - sensitivity of the receptor: is something of international, national or regional value being affected? Is the resource replaceable?
 - can the SDP have a significant effect on the receptor?
- 2.4 Given the long term nature of an SDP this gives the Plan a unique perspective and opportunity to plan long term and help to mitigate against some of the potentially big drivers that will impact on the GCV area over a 25 year period. For example, climate change. The co-ordination and prioritisation role of strategic infrastructure places the SDP at the forefront of meeting the changing needs of their region.
- 2.5 The SEA Directive states that there must be a thorough understanding and acknowledgement of the potential evolution of baseline conditions across the Plan area and that they are appropriately highlighted.
- 2.6 This Chapter sets the scene for the environmental assessment of the key issues in the remaining Chapters

Biodiversity

2.7 The designated areas and sites across the GCV area are outlined in Box 1.

Box 1 International, National and Local Designations in GCV

Local Authority	Special Protection Area (SPA)	RAMSAR	Special Area of Conservation (SAC)	Area of Special Protection	Site of Special Scientific Interest (SSSI)	National Nature Reserve (NNR)	Country Park	Gardens and Designated Landscape	Local Nature Reserve
East Dunbartonshire					4				3
East Renfrewshire					4			1	
Glasgow City	1						1	3	7
Inverclyde	1				4			3	2
Renfrewshire	1				8		3	2	3
South Lanarkshire			6	1	38	2	2	7	1
West Dunbartonshire	1	1			13	1	1	3	1
North Lanarkshire	1		3		11		3	2	2
Totals	5	1	9	1	82	3	10	21	19

2.8 The status of 197 BAP species occurring in Scotland in the 2008 assessment is as follows:

- 9(5%) were increasing / fluctuating probably increasing
- 65 (32%) were stable / fluctuating probably stable;
- 43 (22%) were declining or lost since the commencement of BAP in 1994;
- 14 (7%) showed no clear trend and for 63 (32%) was unknown;
- 3 (1%) were thought to be no longer present in Scotland and 1 (<1%) was no longer considered to be a true species.

2.9 A study by MONARCH research states that climate change is already having an impact on biodiversity, and that other processes including urbanisation, land use change and the spread of non-native species will make it difficult to reach desired biodiversity targets

2.10 Agriculture is noted to be a key cause of habitat loss and degradation. Analysis shows that there has been a steady increase in the overall area of land which is managed under agri-environment schemes

- 2.11 The loss of neutral grassland, particularly in the uplands and islands, dwarf shrub heath, acid grassland and bogs are key problems

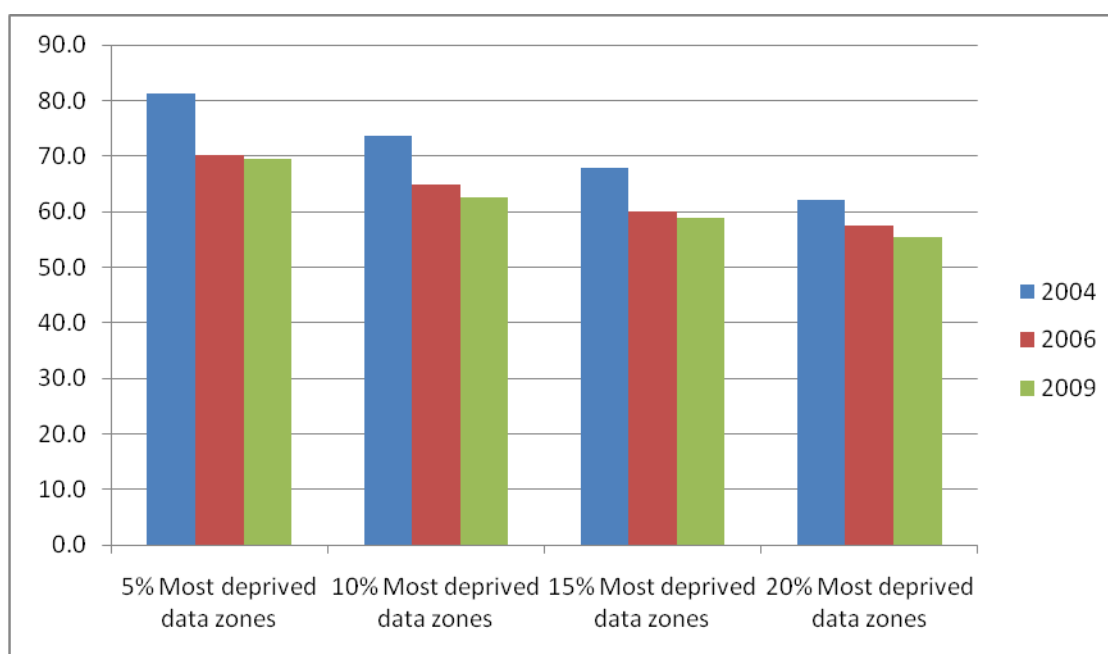
Population and Human Health

- 2.11 The MIR states:

- that there is a projected increase in the GCV population over the lifetime of the plan including a potential 66,738 people in the GCV area by 2025; and
- The GCV region will experience an aging population and the need for additional and adapted services

- 2.12 The statistics and trends for the SIMD across the GCV area are shown in Figure 3.

Figure 3: Scottish Index of Multiple Deprivation - % change in national share between 2004 and 2009 across the top 5%, 10% , 15% and 20% datazones in the GCV area



- 2.13 These geographic concentrations of deprivation are largely within Glasgow, North Lanarkshire and South Lanarkshire
- 2.14 Although levels of physical activity and consequently health have been improving, only 44% of men and 33% of women currently meet the recommended levels of physical activity
- 2.15 61% of people in high income areas considered themselves to be in good health, compared with only 45% of those living in disadvantaged council estates.
- 2.16 Mortality rates for cancer, coronary heart disease and child health issues are generally more acute in people in more deprived areas

- 2.17 People living in the most deprived areas have particular concerns about their local environment and quality of life issues such as vandalism, crime, safety, anti-social behavior, litter and dereliction.

Soil

- 2.19 There is evidence that agricultural land is being developed at twice the rate as in the mid 1990s, and this is likely to be affecting some of the most versatile and productive soils
- 2.20 Levels of industrial and chemical soil pollution and contaminated land have generally declined as a result of reclamation and decontamination and regulation of activities. Targeted regeneration in areas with the greatest levels of derelict and vacant land (Glasgow and North Lanarkshire) has accelerated this process further.
- 2.21 Scottish soils are characteristically high in carbon content; accounting for over 50% of total UK carbon soil content. So, they offer a valuable function as a carbon sink, and this should be weighed against any perceived carbon benefits from biomass growth and extraction.

Water

- 2.22 Continuing growth in demand, combined with climate change, could put significant additional pressure on water supplies in the future
- 2.23 The main challenge for the water environment is to balance levels of abstraction with meeting the needs of users, whilst leaving enough water in the environment to conserve river, loch and wetland habitats and species
- 2.24 Water quality is an important measure of environmental health and it is generally accepted that this has been improving over the last two decades and is good overall
- 2.25 Drainage is a key issue in urban areas because development reduces surface permeability and increases levels of run-off which can lead to issues with water quality and quantity. The sustainable management of drainage and flood management issues is undertaken through the use of Sustainable Urban Drainage Systems (SUDS) which reduce the rate of surface run-off and improve water quality and amenity.

Air

- 2.26 Air pollution can affect many aspects of quality of life, including human health and biodiversity. Key sources of air pollution include the energy sector, and transport. Whilst many pollutants have decreased as a result of a shift to unleaded fuel and the installation of catalytic converters in vehicles since 1990 (e.g. 75% decrease in CO₂ as a result of the latter, between 1990 and 2004), SEPA contend that an increase in vehicle use will offset any further gains achieved through reductions in emissions. Overall, although air quality is improving, further measures will be required to avoid secondary impacts from air pollution on health, ecosystems and water quality.
- 2.27 Ground level ozone levels are a growing problem and ozone has impacts on human health, irritating the lungs and increasing the symptoms of those suffering from asthma and lung diseases. It also affects plants. Annual mean trends for ground level ozone indicate that, on

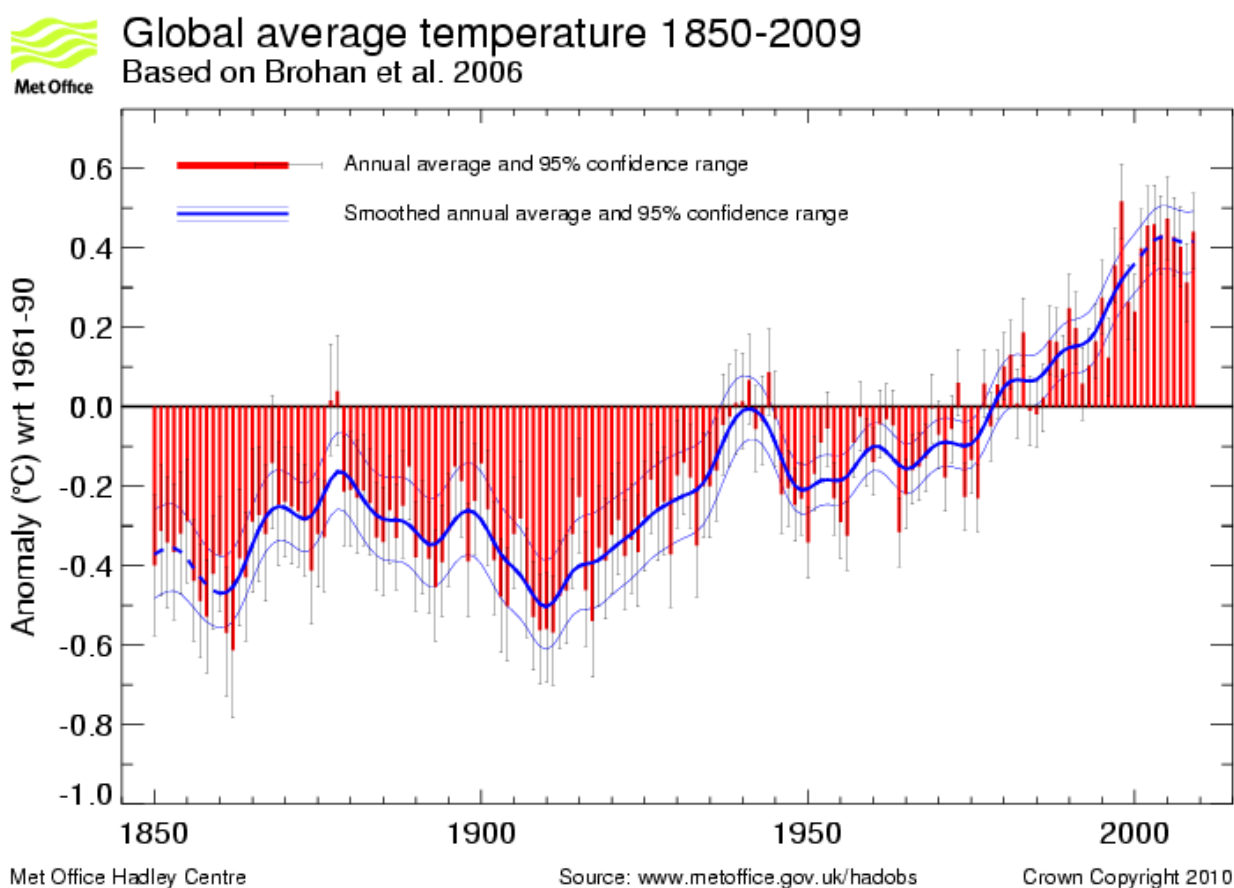
average, the concentrations of ozone in rural areas appear to be gradually increasing, perhaps related to the recent warm summers.

- 2.28 Air Quality Management Areas (AQMA) have been declared in East Dunbartonshire, Glasgow, North Lanarkshire and Renfrewshire. A large proportion of these were designated in 2005/2006 partly reflecting better monitoring and tighter standards.
- 2.29 Ground level ozone levels are a growing problem as it has impacts on human health, irritating the lungs and increasing the symptoms of those suffering from asthma and lung diseases

Climatic Factors

- 2.30 Figure 4 shows the overall rise in global temperatures since 1850. Research indicates that man made GHG emissions have played a significant role in that.

Figure 4: Global average temperatures between 1850-2009



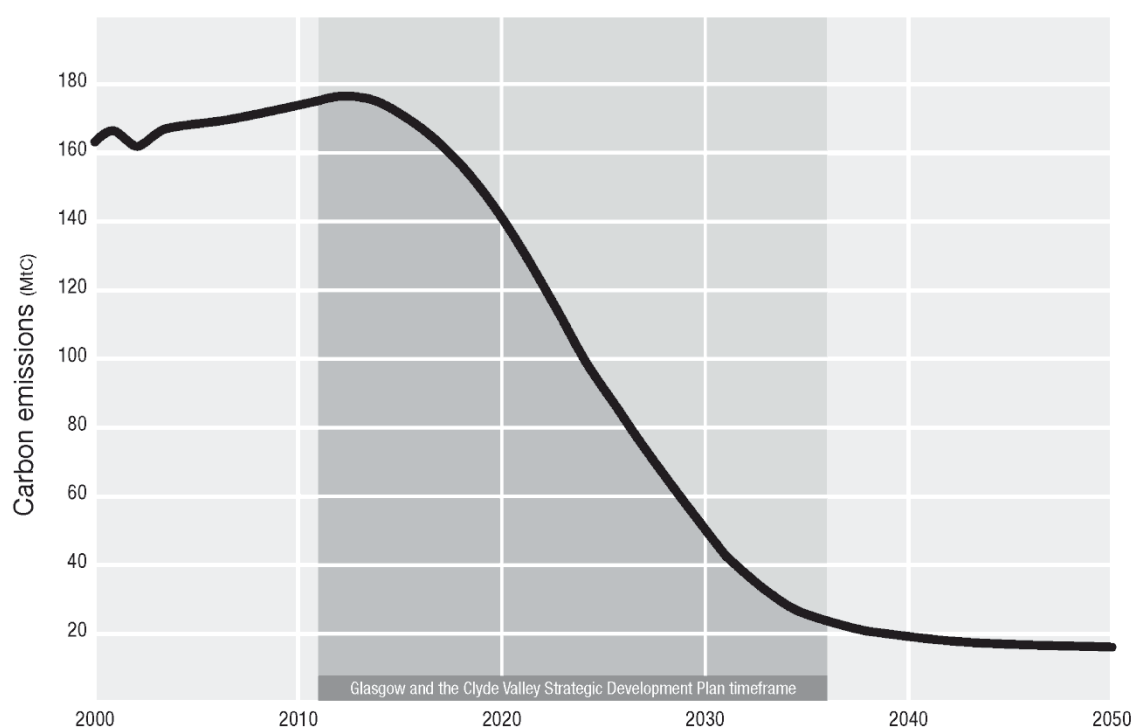
- 2.31 The GCV region is expected to experience the potential impacts of climate change as the decades go on. This could potentially include:
- greater levels of rainfall
 - increased incidences of flooding; and
 - rising sea levels affecting coastal areas/river basins and an accentuation of a range of potential natural hazards i.e. landslides etc.

Table 1: Emissions for the four sectors across the GCV area – Total emissions (x1,000 tonnes)

		CO ₂	CH ₄	N ₂ O	HFC	PFC	SF ₆	CO ₂ e
Energy sector	Total	12,199	40.44	0.25	0	0	0	13,126
Domestic		4,666	1.53	0.10	0	0	0	4,729
Industry		2,247	0.25	0.08	0	0	0	2,277
Services		1,479	0.18	0.04	0	0	0	1,495
Fugitive Emissions / Energy Transformation		412	38.40	0.00	0	0	0	1,218
Transport		3,395	0.07	0.03	0	0	0	3,406
Industrial sector	Total	0	0	0	242.86 ²	2.65 ²	0	322
Waste sector	Total	12.50	23.20	0.4	0	0	0	750
Agriculture sector	Total	0	14.24	1.37	0	0	0	606
Total (all sectors)		12,211 ¹	77.88 ³	2.02 ³	242.86 ²	2.65 ²	0	14,719
GCV Population: 1,747,080								
Per capita (tonnes)		6.99	0.04	0	0.14	0	0	8.42
GVA €42,954.2m								
Per unit GVA		0.28	0	0	0.01	0	0	0.36
¹ These figures have been estimated using a combination of national, regional and local data and although they are deemed to be the most accurate data available currently, the results carry a degree of uncertainty.								
² Figures for HFC and PFC relate to GWPI00 rather than kilo tonnes.								
³ Figures require to be multiplied by their global warming potential (GWP100) to derive the CO ₂ e equivalent value total.								

- 2.32 Domestic emissions in the GCV area are higher relative to the rest of the UK. The GCV area is responsible for a low level of industrial process emissions, emissions from waste are on a per capita basis in line with the national average and agricultural emissions are higher than average due to a proportionally larger dairy farming sector in the GCV area. Table 1 illustrates overall emissions from the region work out at 8.4 tonnes per person; this is below the national average and reflects the region's economic profile. The GCV area greenhouse gas emissions equate to 0.3 tonnes per unit of GVA.
- 2.33 To give an idea of the scale of the challenge, by 2010 the UK will have emitted since 1990 the equivalent of 1.8 Gt of carbon, so that if we are going to achieve the 80% reduction by 2050 only a further 2.8 Gt can be emitted. This equates to the start of a continuing decline in emissions post-2015. The first GCV SDP will include the period when the downward emissions trajectory needs to begin - see Figure 5 below – and so policies to achieve such a trajectory will have to be successfully implemented.
- 2.33 Transportation is responsible for 24% of all emissions. Land-use distribution and development density impact on the origins and destinations associated with the need to travel, and so can contribute much to the reduction of emissions; along with the planning and provision of new transport infrastructure. The existing built environment has been calculated to be responsible for around 50% of all GCV emissions.

Figure 5: Carbon emissions reduction required during the lifetime of the Plan



Material Assets

- 2.35 Municipal waste levels rose by 6% between 2000/01 and 2005/6
- 2.36 Biodegradable Municipal Waste (BMW) is a priority for reduction / recycling targets. The amount of BMW has declined in recent years (estimated at 1.6 million tonnes in 2005)
- 2.37 Across all waste types during 2005/6, an estimated 22.22 million tonnes of controlled waste arose in Scotland, against 19 million tonnes in 2004/5. The breakdown of tonnages by waste type is:
- Household – 2.89 million tonnes;
 - Commercial and industrial – 8.41 million tonnes;
 - Construction and demolition – 10.60 million tonnes;
 - Agriculture – 320,000 tonnes;
 - Mines and quarries – no data available for 2005/2006
- 2.38 Each household produced an average of 1,197 kg of waste in 2005/2006. This is an increase of 26 kg over the previous year and represents a growth rate of about 2% per annum
- 2.39 The recycling targets in the National Waste Plan have been exceeded, with a 27% achievement rate bettering the 25% target. Overall the absolute volume of waste recycled by local authorities rose by 32%
- 2.40 Research has advised that a Scottish biomass industry based on woodfuel resources could supply up to 450MW of electricity.

- 2.41 Potential for up to 10% of Scotland's electricity generation (about 1,300 megawatts (MW), at a rate of 100MW per year) could come from wave and tidal stream power by 2020
- 2.42 The recycling performance from October 2006 to September 2007 of % Municipal solid waste recycled / composted across the GCV area was 27.1% compared to Scotland 30.5%

Cultural Heritage

- 2.43 The GCV area has:
- 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

- 2.44 Potential demographic changes of up to 66,738 people in the GCV area by 2025 will place increasing pressure on the needs for additional housing, services and associated infrastructure and this will have an impact on landscape in terms of settlement edges, place setting etc
- 2.45 The GCV area includes several landscapes that are recognised as being of national and regional importance. The north of the GCV area includes parts of the Loch Lomond National Park and the Campsie Fells proposed Regional Park. The West of the area is the Clyde Muirshiel Regional Park and to the South are the Southern Uplands, which are designated as areas of Regional Scenic Importance.
- 2.46 There are also numerous country parks, often based around the remnants of old country estates. The Clyde Valley is also of landscape importance as it represents one of the few remaining large areas of riparian native woodland in West Central Scotland.
- 2.47 Glasgow and the Clyde Valley encompasses coastal, lowland, mid-altitude and upland landscapes which are predominately cultivated or affected by human activities and contain 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.
- 2.48 The nature conservation interest of the area is widespread and a number of general habitat or more specialist surveys have identified a whole range of habitats, vegetation communities or species of interest. This wide range covers remnant semi-natural habitats to more recently formed habitats, and occur on the upland, lowland and even densely populated urban areas. Habitats of particular nature conservation interest and importance in the Clyde Valley area are the valley or gorge woodlands, a number of bog and mire communities, the upland fringe habitats, the Clyde estuary and the various lochs and floodplain haughs.

Relationship with plans, programmes and objectives

- 2.49 By reviewing plans and programmes, as part of the SEA process, we aim to ensure that the appropriate documents, and their interactions, are fully explored and that the relevant environmental protection and sustainability objectives are analysed through the SEA. Given the large geographic and strategic scope of the SDP it may not be realistic, or meaningful, to identify every possible plan or programme. The focus of this review process is to develop our understanding of the baseline for the Plan area with an emphasis on the main environmental and sustainability issues.
- 2.50 The respective plans and programmes that interact with the SDP are identified in Appendix B.

Chapter 3

SEA METHODOLOGY

Level of assessment

- 3.1 This Environmental report has been prepared in tandem with the preparation of the GCV MIR. PAN 1/2010 indicates that there should be complete integration between the preparation of the Environmental report and of the MIR. This is to ensure the environmental effects of the development strategies and proposals are fully understood.
- 3.2 This SEA will assess high level and significant effects from a city-region wide perspective, looking at key environmental features and the impacts on those from the alternatives contained within the MIR.
- 3.3 The SEA of a strategic level MIR should be proportionate and fit-for-purpose so that outputs are manageable and the findings help to highlight those significant environmental effects at a city-region scale. Given the role of the SDP in setting the framework for LDPs, it is important to recognise that the assessment will focus on the strategic level of plan-making. It will therefore be important to supplement any conclusions arising from the assessment with advice on the respective SEAs of the LDPs.

Overall approach

- 3.4 In the context of proportionality and the definition of significance (see paragraph 2.3), 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.
- 3.5 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.
- 3.6 Consequently, the following elements will be considered in turn:
- Legacy – a systematic review of the legacy components of the current GCV Joint Structure Plan 2006 and NPF2;
 - Strategic drivers for change – this section of the MIR sets the context for the GCV area and does not put forward actions. The Environmental report considers whether all relevant and significant environmental drivers have been considered;
 - Assessment of the Vision – this section of the MIR will be tested using a combination of an objective-led approach and a thematic assessment, the 5 aims (components of the spatial vision) and 6 objectives (development principles of the spatial vision);
 - Assessment of MIR demographic planning scenario – this section of the MIR presents two options, a lower migration and a higher migration. This assessment is based around a thematic discussion and considers the different implications of each planning scenario as presented in the MIR;

- Assessment of the spatial strategy: 5 main issues – this is the first introduction to the reasonable alternatives contained within the MIR. A mixture of thematic discussion and mapped assessment outlines the key significant environmental effects;
- Cumulative impact and synergistic effects – a thematic discussion outline the key significant cumulative and synergistic effects.

SEA Objectives

3.7 In the interests of clarity, Table 2 highlights the objectives and sub-criteria used in assessing the MIR. As a result of comments received from the Consultation Authorities and a refinement process, these have been slightly amended since the Scoping Report. The amendments also reflect a desire to more clearly reflect the requirements of Schedule 3 of the Environment Act (Scotland) 2005.

Table 2 SEA Objectives

Schedule 3 components	SEA Objectives	Sub-criteria for assessment of MIR
Biodiversity	To conserve and enhance the diversity of habitats and species.	Expand habitat networks and improve connectivity through promotion of green network thinking/linking.
Population	To avoid further blight in disadvantaged communities. To promote and develop green network thinking.	Site development in appropriate locations. Increase community and health benefits through better access to recreational areas and green space.
Human Health	To improve health and well-being through improved environment.	Increase access to quality green network for leisure pursuits and active travel.
Soil	To avoid adverse direct and indirect impacts of developments on soil stability, structure and quality.	Where appropriate, seek to re-use VDL for development and green network purposes. Minimise use of prime agricultural land for development.
Water	To protect and improve relevant waterbody status.	Complement the emerging role of River Basin Management Plans, Area Action Flood Groups and Marine Planning. Continued support for sustainable water management and demand of new developments e.g. SUDS etc. Strategic elements of this are relevant at SDP level,

Schedule 3 components	SEA Objectives	Sub-criteria for assessment of MIR
		however, this is also appropriate at local authority level.
Air	To protect and enhance air quality.	<p>Reduce air pollution levels.</p> <p>Reduce travel distances for employment, services and education.</p> <p>Develop sustainable transport networks through sensitive siting of new developments.</p> <p>Minimise freight travel by road.</p> <p>Increase access to green network for leisure pursuits and active travel.</p>
Climatic Factors	<p>To reduce GHG emissions</p> <p>To support climate change adaptation and mitigation.</p>	<p>Seek measures to minimise GHG emissions.</p> <p>Seek measures to minimise flood risks.</p> <p>(SDP can influence air quality associated with activities and potential emissions of the Directive pollutants e.g. transport, energy, industry etc.</p> <p>In reality, the SDP has a limited role in controlling these emissions, however, the GRIP (Climate Change Mitigation model) may assist in assessing projected impact.</p>
Material Assets	<p>To promote sufficient infrastructure for future development needs.</p> <p>To minimise waste</p>	<p>Protect minerals resource from sterilisation by development.</p> <p>Continue to identify appropriate re-use of derelict and contaminated land.</p> <p>Seek measures for safe treatment and disposal of waste.</p>
Cultural Heritage	To protect and where appropriate enhance the cultural and built environment.	<p>Seek measures to ensure high quality design to reflect local character and distinctive (protected) features.</p> <p>Seek measures to improve green network linkages e.g. access to recreational areas and green space.</p>
Landscape	Protect and enhance the character of existing	Development should take place in appropriate

Schedule 3 components	SEA Objectives	Sub-criteria for assessment of MIR
	settlements	<p>locations.</p> <p>Settlement expansion should reflect current and future capacity to accommodate change.</p> <p>Encourage place-making particularly in terms of the treatment of the edge of settlements.</p> <p>Seek measures to protect and improve the setting of settlements using promotion of green network thinking.</p> <p>Seek measures to ensure a 'sense of place and space'.</p> <p>Encourage sustainable rural development through sensitive siting of development in appropriate locations. (There is clearly a role for master planning and this issue may be more appropriately dealt with at local authority level; however, there is a clear link to green network thinking.)</p>

Chapter 4

ASSESSMENT OF MIR VISION FRAMEWORK

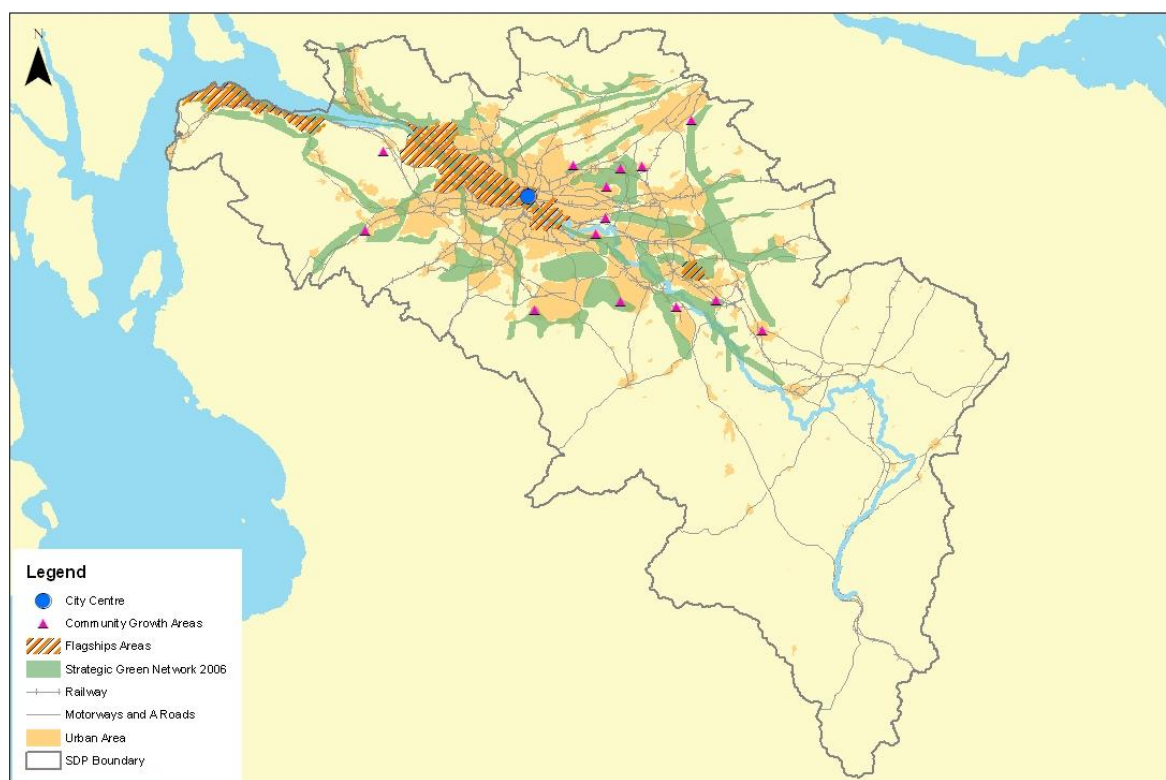
Introduction

- 4.1 This section of the assessment considers the various elements of the Vision framework as they are presented in the MIR. Firstly, it looks at the legacy elements of the GCV Structure Plan 2006 and the Government's National Planning Framework 2. The legacy elements are strategic development proposals of regional or national importance that are in their infancy in terms of delivery and impact.
- 4.2 Secondly, the assessment looks at the Key Strategic driver for Change, as outlined in the MIR, to determine whether all relevant key strategic environmental drivers have being given appropriate prominence.
- 4.3 Thirdly, the MIR Vision has been broadly assessed using a compatibility matrix (see Figure 2). The matrix highlights complimentary objectives as well as identifying potential tensions and considers the potential for improvement of environmental considerations.

Legacy elements: GCV Joint Structure Plan 2006 and NPF2

- 4.4 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;
 - Glasgow City Centre; and,
 - Glasgow International Airport.
- 4.5 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.
- 4.6 These are supported through the NPF2 and the Government's Strategic Transport Projects Review and therefore remain relevant to the MIR. These are shown on Map 1.

Map 1: Legacy



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Previous assessment

- 4.7 With regard to **CGAs**, the GCV Joint Structure Plan 2006 allocated new locations to provide additional capacity to meet the updated demand context for housing land. As a result, thirteen CGAs accommodating 19,000 houses were identified over the period of the plan. With regard to the principle of establishing CGAs the Environmental Report 2006 (Part 3) states:

“The selection of new areas of urban expansion should be related to locations which can provide positive benefits regarding integrating land use and transport policy and environmental resources as well as make provision for development on a strategic scale which allow scope for properly master planned approach to development.”

- 4.8 In terms of mitigation, the assessment concluded that the CGAs require a legally binding master plan framework to ensure the provision of necessary infrastructure and social facilities; appropriate phasing of the development; design and energy efficiency issues; and, provision of structural landscaping linked to the Green Network. It also placed an onus on SPT’s Regional Transport Strategy, Local Transport Strategies and Local Plans to provide or protect a range of public transport access options to this area.

- 4.9 With regard to the individual CGAs, the previous Environmental Report of the 2006 Structure Plan ² shows that some locations are better than others at contributing to the use of VDL, most offer opportunities to further establish and develop the Green Network concept and some are well located in terms of existing rail network although it is recognised that additional journeys are inevitable. Mitigation measures are referred to a master planning process required for all CGAs and the assessments highlights key sensitivities to be taken into account in the master plan. In general, the issues relate to the following areas - biodiversity, landscape, soil, flooding and regeneration are referred to.
- 4.10 With regard to the **Green Network**, the GCV Joint Structure Plan 2006 provides greater direction and set priorities to the greening of the city-region. The assessment concluded that the principles behind the Green network policy (Schedule 1(f), GCV Joint Structure Plan 2006) are likely to have a wholly beneficial effect on the environment.
- 4.11 In terms of enhancement, the assessment states the need to identify where strategic action is needed and create partnerships with relevant bodies to ensure a focused and co-ordinated approach to implementation. The GCV Green Network Partnership is now well established and has undertaken some outstanding work in terms of implementing Green Network principles. The success of this partnership is now mirrored in the Central Scotland Green Network, a NPF2 National Development, whose remit is to restore and transform the landscape of an area stretching from Ayrshire and Inverclyde in the west, to Fife and the Lothians in the east.
- 4.12 For the **Metropolitan Glasgow Strategic Drainage Plan (MGSDP)**, a NPF2 National Development, mostly positive effects are predicted, however, it is recognised that the development could have implications for biodiversity sites including the Inner Clyde SPA and this will require careful consideration at the project management level. The overarching aim of the Partnership is to provide a holistic approach to managing surface water which will reduce flood risk and unlock development potential while improving water quality and allowing residential areas to co-exist with the natural landscape. Whilst the SDP can have little influence on project details, the SDPA will continue to support and participate in strategic projects of this nature. It is considered sufficient to suggest further project design and associated environmental assessment should mitigate any other minor adverse effects.
- 4.13 Through Projects 16 and 24 of the Scottish Government's Strategic Transport Project Review (STPR), **strategic rail investment** is expected to have an overall positive effect on reducing CO2 emissions by helping to achieve a modal shift from road to rail. A Strategic Appropriate Assessment of the West of Scotland Strategic Rail Enhancements was undertaken. It determined that the following sites could potentially be affected: Black Cart SPA; Inner Clyde SPA; and, Renfrewshire Heights SPA.
- 4.14 This strategic assessment of potential effects showed the increased levels of rail traffic in the vicinity of the Black Cart SPA would generate relatively low levels of disturbance when

² Pages 28-59, Environment Report Part 3, Assessment of the Structure Plan 2006
http://www.gcvcore.gov.uk/DOCS/structure_plan/SEA_Part_3.pdf

compared to that from road traffic, given the infrequency of trains passing. Species for which the site is designated are likely to have high disturbance thresholds as they are already habituated to existing rail traffic. Additionally, whilst the area between the rail line and motorway are used by the qualifying species for feeding and roosting, the extent of available alternative habitats and habituation to rail traffic at present provide sufficient reassurance that no effects are likely.

- 4.15 There is also potential for the rail improvements to affect the Inner Clyde SPA by increasing disturbance. However, the same conclusions were drawn in the STPR AA regarding habituation and a consequent lack of effects.
- 4.16 Furthermore, the same conclusions were drawn in relation to potential disturbance of hen harriers associated with the Renfrewshire Heights SPA, given the distance of the site from the rail line, its elevation and the intervening terrain. The national level assessment concluded that strategic rail investment in the West of Scotland will not adversely affect the integrity of these three sites.
- 4.17 Further assessment at a more detailed level will be required to explore the landscape and visual impacts of new infrastructure and effects on soil and cultural heritage. There is little scope for influence in the project details within the SDP itself and it is considered sufficient to suggest mitigation of potentially negative environmental effects is most effectively dealt with at a more detailed level of project planning and associated assessment.
- 4.18 The **2014 Commonwealth Games** is central to the **Clyde Gateway** project and the infrastructure requirements of the Games feature as a National Development in NPF2. The provision of facilities for the 2014 Games is predicted to have significant positive effects on health, quality of life, the provision of infrastructure and green network improvements and the sustainable use of vacant and derelict land. There is an aspiration to ensure that the Games facilities operate on a carbon neutral basis, and for sustainable waste management to be achieved. There is also an aspiration to provide sustainable transport. Effects on biodiversity and cultural heritage may be more mixed but the SDP can do little to influence the detail. Mitigation at project level and associated assessment is the most appropriate way forward.
- 4.19 The **remaining legacy elements** have been incorporated in adopted Structure and Local Plans since 2000. Both the 2000 Structure Plan and its 2006 Alteration pre-date the Environment Act (Scotland) 2005. Whilst the 2006 Plan undertook a voluntary assessment, those legacy elements that have been in existence since the 2000 Structure Plan have not been subject to the SEA process at the strategic level. It is recognised that these projects have long been in the planning system, including lengthy consultation procedures, and in that sense, they form part of the baseline information of this report. It is recognised that there is little scope to influence the project details within the SDP, nevertheless the plan includes them as proposals and it is worth revisiting.

- 4.20 It is considered sufficient that assessment at this strategic level defers mitigation and enhancement measures are more appropriately dealt with at more detailed level of project planning and associated assessment.
- 4.21 Notwithstanding the above, the CGAs are given further consideration in paragraphs 6.63 - 6.73. This is because the MIR states that the Housing Land Audit and the Urban Capacity Study 2009, which include the CGAs, are more than sufficient to meet demand for private sector housing thereby raising the potential of oversupply. Previous assessment of the legacy issues does not take account of environmental legislation since 2006. In particular Flooding, Soil, River Basin Management Planning and Climate Change have new legislative requirements.

Recommendation 1:

- 4.22 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.

Strategic Drivers for Change

- 4.23 This section of the MIR sets out the strategic drivers for change which are the forces shaping the long-term future. The city-region must compete for investment, jobs and a skilled workforce within a global economy. Climate change is perhaps the biggest global issue and there is a drive to reduce fossil fuel consumption and greenhouse gas emissions as well as to develop new sources of renewable energies in order to sustain future growth. The MIR identifies the following as the key strategic drivers for change within the city-region:
- the economy and population;
 - sustainable economic growth and development;
 - climate change mitigation;
 - environmental legislation and action;
 - Scottish Government's planning and policy direction; and,
 - public expenditure picture.
- 4.24 This section of the MIR does not contain actions and therefore does not require detailed assessment as the driver will not generate significant environmental effects when viewed in isolation. However, in the interests of clarity, this assessment asks whether these are the correct drivers and whether there are any gaps in environmental terms.
- 4.25 The Scoping Report (April 2010)³ contained a table summarising the key environmental issues currently relevant to the city-region. All of the issues identified in the table are tackled by the strategic drivers above with the exception of one issue namely, the need for a shift to

³ Available to download at www.gcvsdpa.gov.uk/mir

sustainable transport. Sustainable transport is inherent in economic driver 'Scottish Government's planning and policy direction', 'public expenditure picture' and indirectly via Climate Change legislation in 'environmental legislation and action'.

- 4.26 The need for sustainable transport is repeated and supported throughout the remainder of the MIR and consequently it could be identified as a key driver in the forthcoming Proposed Plan. However, for the purposes of this assessment, it is accepted that sustainable transport is a cross-cutting objective that is embedded in the ethos of the SDP vision and central to achieving the aims of the preferred strategy.

Chapter 5

ASSESSMENT OF VISION

Introduction

- 5.1 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. Secondly, the key Development Principles that will shape the future geography of the city region are outlined. The Environmental report will broadly assess both parts and consider the potential for improvement of environmental considerations.

Intercompatibility of MIR aims and objectives with SEA objectives

- 5.2 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. The results are shown in a compatibility matrix Table 3 which demonstrates that the most relevant environmental problems highlighted in the SEA objectives are addressed in the MIR.
- 5.3 When considering the headline environmental impacts, the aims and objectives of the Vision and the SEA are mostly compatible. The key positive elements emerging from the compatibility matrix are the strong emphasis on green infrastructure and the benefits to biodiversity, population, human health, the re-use of brownfield land and attracting investment in the city-region economy. These elements are an integral part of the MIR and underpin the development proposals.
- 5.4 Some elements have an uncertain relationship, for example, the impact of sustainable transport networks on biodiversity, soil and cultural heritage. This will be given further consideration later in the Environmental report. Where the SDP cannot directly influence the environmental effect of key proposals it will be highlighted as an issue requiring consideration at a local or project level.

MIR Development Principles

- 5.5 The Development Principles that will shape the future geography of the city-region can be considered the objectives of the MIR. The compatibility matrix shows a significant number of uncertain relationships between the MIR and SEA objectives. The Development Principles echo much of what is implicit in the components of the Spatial Vision. These Principles are mutually reinforcing objectives all aiming towards sustainable development. The uncertainty of the relationships between objectives lies in the fact that a number of supporting developments are required on the ground in order to achieve the Spatial Vision. Sustainable transport is a case in point. The MIR can support the principle of sustainable transport and integrated mass transit systems and can safeguard the general location of proposed new routes, however, it cannot directly influence delivery of this infrastructure. There is generally a similar situation with regard to the potential environmental impact of MIR proposals on air,

water, climatic factors, landscape and cultural heritage. This will be discussed in more detail in the assessment

Recommendation 2:

- 5.6 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.

Table 3: Compatibility Matrix comparing MIR aims and objectives with SEA objectives to identify areas of strength and potential tension

Key

- ++ the proposed objectives are compatible
- + the proposed objectives are mostly compatible
- ? the proposed objectives have an uncertain relationship
- 0 there is no clear relationship between the objectives
- the proposed objectives are incompatible

	SEA Objectives												
	Biodiversity	Population		Human Health	Soil	Water	Air	Climatic Factors		Material Assets		Cultural Heritage	Landscape
	Conserve and enhance the diversity of habitats and species	Avoid blight in disadvantaged communities	Promote and develop green network thinking	Improve health and well-being through improved environment	Avoid adverse direct and indirect impacts of developments on soil and stability, structure and quality	Protect and improve relevant waterbody status	Protect and enhance air quality	Reduce GHG emissions	Support climate change adaptation and mitigation	Promote sufficient infrastructure for future development needs	Minimise waste	Protect and where appropriate enhance the cultural and built heritage	Protect and enhance the character of the city-region and its component settlements
MIR aims													
Economy													
Protect City Centre	0	0	0	0	+	0	0	?	0	0	?	+	+
Connectivity - HSR	?	0	+	0	?	0	++	++	++	++	0	?	?
Urban fabric													
Brownfield land developed - improve quality of life and attract inward investment	?	++	++	+	++	?	0	0	++	0	0	+	+
Sustainable compact city region	+	+	+	0	+	?	?	+	+	0	?	+	?
Clyde Gateway as model for regeneration	0	+	++	0	+	0	0	?	?	+	0	0	0
High urban densities/concentrating development	+	+	0	0	+	?	?	+	?	+	0	0	?
Network of strategic centres	+	+	0	0	0	0	0	0	0	+	0	0	+
Infrastructure													
Sustainable transport networks	?	+	+	+	?	0	+	+	+	+	0	?	?

MGSDP as model for of sustainable strategic drainage	+	+	+	+	?	++	0	0	++	++	0	?	?
Public transport – integrated mass transit systems	0	+	0	0	?	0	+	++	++	++	0	?	?
Environment													
Green infrastructure	++	++	++	+	?	?	+	0	++	++	0	+	+
Strategic woodland planting creating carbon sink	++	+	++		?	?	++	?	++	++	0	0	+
Energy													
Decentralised energy generation from variety of (renewable) sources	0	0	0	0	?	?	?	++	++	++	0	?	?
MIR Objectives													
Agglomeration													
Competitive city-region service-based economy	0	?	?	?	0	0	?	?	?	+	?	?	?
Densification, regeneration and renewal													
Compact urban form	0	+	?	0	+	?	?	?	?	?	?	?	?
Environmental recovery and land recycling													
Re-use of vacant and derelict land and under-used urban fringe land	?	+	+	?	+	0	0	0	0	0	0	?	?
A multi-objective environment													
Inter-relationship between urban, peri-urban and rural environments - place-setting and economic competitiveness	?	+	+	?	?	0	0	0	?	0	0	?	?
Land-use and transport integration													
Compact urban form supporting sustainable transport	0	?	+	?	?	?	+	+	?	+	?	?	?
Proximity Principle													
Limit distances travelled for goods	?	?	?	?	?	?	+	+	?	?	?	?	?

Chapter 6

ASSESSMENT OF MAIN ISSUES

Introduction

6.1 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. These are:

- Adopting a demographic Planning Scenario;
- Breaking down distance to economic markets;
- Supporting a sustainable economy;
- Promoting environmental action;
- Promoting sustainable locations for development; and,
- Tackling risk – strategic development priorities.

This section of the Environmental report considers each of these issues in turn.

Adopting a demographic Planning Scenario

6.2 The MIR takes account of predicted population and household changes to 2025 in order to fully assess and more accurately estimate the demand for development land within the plan period. The MIR presents two demographic scenarios, shown in Table 4.

Table 4: MIR Demographic Scenarios

Population change 2008/2025						
	Population 2008	Population 2025	Change 2008/2025	Annual 2008/2016	Annual 2016/20	Annual 2020/2025
Scenario 1 Lower migration	1,755,310	1,778,181	+22,871	+1,798	1,397	+581
Scenario 2 Higher migration	1,755,310	1,822,048	+66,738	+3,347	+4,108	+4,706
Household change 2008/2025						
	Household 2008	Household 2025	Change 2008/2025	Annual 2008/2016	Annual 2016/20	Annual 2020/2025

Scenario 1 Lower migration	804,708	901,052	+96,344	+6,276	+5,495	+4,830
Scenario 2 Higher migration	804,708	918,408	+113,700	+6,805	+6,576	+6,591

6.3 Scenario 2 presents a more optimistic picture of the long-term demographic position in the city-region in comparison to Scenario 1. The MIR recognises net migration levels that support Scenario 2 are dependent upon a more optimistic economic recovery and a return to previous growth rates. The MIR states that in order to support its Vision and to be consistent with previous decisions on economic growth as set out in existing strategic plans for the city-region, it is more appropriate to select Scenario 2 because it:

- provides clear direction for sustainable economic growth;
- is developed from and consistent with the '*Agenda for Sustained Growth*' set out in the 2006 Joint Structure Plan – albeit with reduced net migration and annual household growth;
- is based on the same economic trajectory of the 2006 Joint Structure Plan but now forecast over a considerably longer time period;
- clearly places the future development of the city-region economy as the pivotal driver for the SDP spatial strategy;
- takes forward the logic of increased net in-migration and the need to address the aging population; and,
- introduces a significant element of flexibility in term of the demand context for development.

6.4 In respect of private sector housing demand, the MIR states that the Housing Land Audit and the GCV Urban Capacity Study 2009, which includes the legacy of the CGAs, are 'more than sufficient' to meet demand in the private sector up to 2025 and that there is no requirement to expand the supply of land for this sector (paragraph 6.54, p. 43 MIR). Depending on the outcomes of the consultation responses, this potential oversupply of housing land could lead to requests to review the housing land supply, including CGAs, with a view to reducing or shrinking it. This assessment is concerned with the legacy of the CGAs and will consider the consequences of continuing with them as proposed as part of the assessment of the sustainable locations of housing. An alternative scenario will also be considered later in the report in relation to potentially reducing or shrinking the overall footprint of the CGAs.

6.5 There is a more strategic discussion to be had regarding the issue of potential over-supply. Should it emerge from the consultation period as a significant issue, then perhaps all developable land could be reviewed. This could lead to an uncommon situation where previously allocated land is removed from the established land supply. As stated above, this

would have a significant knock-on effect for local development plans. The correct place for this discussion lies with the SDPA and not within the realms of this assessment, however, it is noted that a supplementary assessment would be required should this issue emerge. From a purely environmental perspective, the SEA process has a role to play in driving the decision-making process in terms of potential removal or deferment of sites from the GCV developable land supply. This issue is explored later under the section on CGAs, paragraphs 6.71-6.73.

Recommendation 3:

- 6.6 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

Introduction

- 6.7 The MIR states that the GCV city-region can be defined as a peripheral economy on the fringe of both the UK and European markets and distance from such primary markets has the potential to constrain future growth. Glasgow International Airport (GIA) is the city-region's primary link with these markets and thus is a key gateway, essential to both business and tourist economies. Across Europe, a shift from short and medium haul flights to High Speed Rail (HSR) is taking place, however, this infrastructure does not exist at present and therefore the GIA continue to be the main focus for connecting the city region to the rest of the UK and Europe.

Air connectivity

- 6.8 This section deals with the issue of connectivity in relation to 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 continues as the city-region's strategic economic gateway. One of the key issues for GIAs future is the continuing and developing air connectivity to and through GIA for air traffic. The MIR does not propose any land allocations in association with GIA. There is no proposal for airport expansion and the promotion of this area in terms of Strategic Economic Investment Locations (SEILs) is dealt with under existing allocations.

Assessment

- 6.9 The key environmental concerns with this proposal are mainly related to climatic factors with significant negative effects predicted to arise from the tension with Government targets to reduce greenhouse gas emissions, particularly those arising from the transport sector. Surface transport improvements would increase the share of passengers accessing the airport by public transport although the benefit of this in terms of reduced emissions would be limited when compared with the damaging effect of increased air transport. Mitigation measures that will require further consideration at the project level include the aviation industry's commitment to fiscal measures and technical developments that aim to reduce the impact of air travel over the longer term.
- 6.10 The Environmental Report for NPF2 has already undertaken a strategic Appropriate Assessment of the potential impacts of strategic enhancements at Glasgow airport. It considered the Glasgow Airport Rail Link (GARL) that includes improvements to terminal facilities and changes in operational area; additional maintenance hangars, and aircraft stands and taxiways. It concluded that the proposals could be implemented without adverse effects on the relevant Natura sites, partly as a result of the inclusion of a high level safeguarding policy within the Structure Plan 2006 Alteration. This will remain in place until

the replacement strategic development plan is adopted. The SDP will be subject to a Habitats Regulation Appraisal (HRA) and Appropriate Assessment (AA). Whilst it can be concluded that, providing that the above mitigation is put in place, no adverse effects will arise from this development, further project level AA will be required as the plans for the airport progress.

Recommendation 4:

- 6.11 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:

- 6.12 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.

Rail connectivity

- 6.13 High Speed Rail (HSR) provides a sustainable alternative to short and medium haul air travel. It is developing rapidly across Europe linking up partner and competitor economies and enabling a shift from air to rail travel and reducing GHG emissions. A London-Birmingham HSR link is programmed to be in place from 2017. The sequential extensions to northern England and Scotland are unlikely to be in place before 2025/30. The MIR states that early action is required to identify a central accessible and linked location for HSR terminal with integration with the current and planned transport networks. At this stage no significant effects are predicted due to a lack of project specification.
- 6.14 The MIR states its support for identifying a location for HSR terminal. When the HSR project reaches the stage of proposing locations for terminals and routes further assessment will be required.

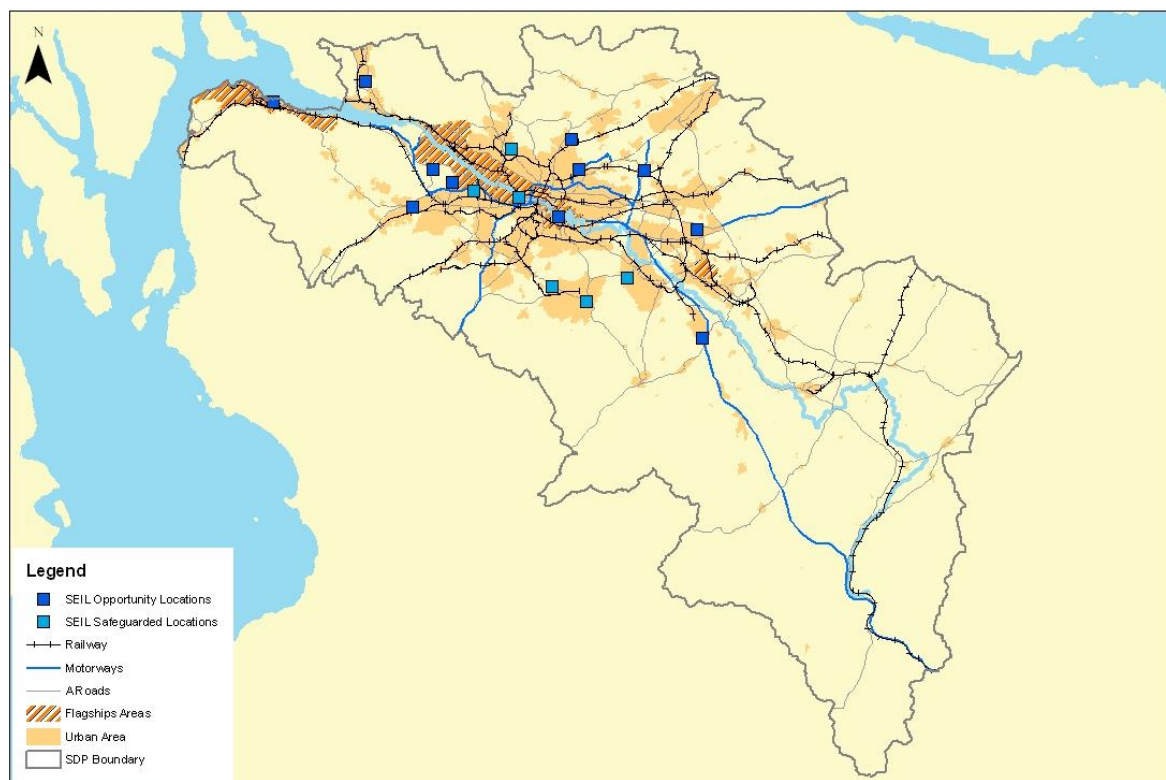
Strategic Roads

- 6.15 A number of strategic roads projects are nearing completion including the M74 and A8/M8 upgrades and the M80. Once fully implemented the city-region's strategic road network will be complete. There are no new issues requiring assessment of the strategic road network at this point. The MIR does not propose any new strategic roads. There are no alternatives suggested in the plan therefore none has been assessed.

Issue 2: Supporting a sustainable economy

- 6.16 The MIR identifies a network of Strategic Economic Investment Locations (SEILs) required to support the city-region economy and is illustrated in Map 2. The starting point in identifying this network was to re-assess fifty-three Strategic Industry and Business Locations (SIBLs) as identified and approved in the 2006 Structure Plan.

Map 2: SEILs and Transport



- 6.17 The SEILs were selected on the basis of locations which support by role and function of the Key Sectors and Growth Sectors. This information was analysed alongside role and function criteria and were weighted according to allocations contributing to the Government's Key Sectors, Scottish Enterprise's Priority Locations and Growth Sectors identified in a GCVSDPA background consultant's report as Growth Sectors (refer to Background Paper 7 Strategic Economic Investment Locations⁴, pages 39-59 for detail on the identification process).
- 6.18 In identifying this network, quantitative analysis was undertaken along with accessibility analysis using the SPT Accessibility Model. Map 2 shows the potential SEIL locations in relation to strategic transport network. The MIR does not include the detail of this Background Paper assessment, however, since it is relevant to the significant environmental

⁴ Available to download at

http://www.gcvsdpa.gov.uk/downloads/mir/BR07_Strategic_Economic_Investment_Locations.pdf

effects and for the purpose of this report, elements of Background Paper 7 have been considered.

6.19 This accessibility information is fundamental in terms of assessing significant potential environmental effects. Each location was given an absolute score and ranked by relative accessibility. This was done for three base years: 2008, 2014 and 2021 and ranked in terms of high, medium or low accessibility. The existence of a Travel Plan for each location was also taken into account. Two levels of sites were identified:

- Sites to be **safeguarded** through the SDP. Need to safeguard unique strategic locations from alternative competing uses. Established sites that are largely built out with little opportunity for expansion and are currently occupied by key sector type functions. Site is of unique regional importance fulfilling a strategic role requiring continued safeguarding in SDP;
- Sites that are strategic **opportunity locations**. Sites which have large areas of employment land available and offer the opportunity to accommodate future development. Linked, where possible, to regeneration areas but where the future uses are not yet as clear but there is an aspiration to develop the site for key industry uses.

Within Background Paper 07, Figure 23 (pages 54-58) outlines key elements of the assessment of SEILs locations. This shows broadly that accessibility by public transport is better at some sites than others. The outcomes of the assessment is discussed in more detail in paragraphs 6.23 -

Assessment

6.20 The main issue with this section of the MIR is transport and associated emissions. Emissions from increased traffic at Opportunity Locations could potentially be added to in the long term when considering that there are potential longer-term implications in SEILs offering the opportunity to expand. Increased emissions as a result of new development can potentially be mitigated to a degree through placing the majority of locations in areas which are well serviced in terms of a variety of modes of transport. This, as well as ease of accessibility to services is likely to assist in promoting more sustainable transport usage.

6.21 There are a number of inherent weaknesses within the assumptions made in relation to mitigation measures:

- whilst industrial sites may not generate much traffic as industrial use, office use does. Under the new planning system there is very little opportunity for the SDP to influence the location of office development since changes of use from industrial sites to office is permitted development under the Used Classes Order within the current planning system. Therefore, while SEILs may score highly in accessibility term for industrial uses, a permitted change of use coupled with parking standards could potentially lead to high traffic generating uses within unsuitable locations;
- certain SEILs could be reliant on the provision of significant investment in public transport infrastructure before becoming genuinely accessible to both their workforce and delivery of goods and freight.

Other environmental considerations

- 6.22 Biodiversity, water and soil could also suffer adverse environmental effects when opportunity locations are developed. This would depend on specific locations, siting and design, however, it is considered that these elements and any associated mitigation measures are most appropriately dealt with at local and project level.

Alternative

- 6.23 An alternative scenario for the more centralised strategic economic locations is to continue with the more fragmented approach of the 2006 Structure Plan by rolling forward all of the SIBL sites, some 53 sites. The MIR regards this option as the least sustainable in terms of centralisation and accessibility. It also considers that it dilutes the strategic importance of key locations in terms of role and function. The key question for the assessment is whether a decentralised resource offers reduced travel distance. From an environmental perspective, each option presents different challenges and opportunities.
- 6.24 The argument is whether the centralisation SEILs are better environmentally than the less centralised SIBLs. All 53 SIBL sites remain in Industrial or business use but some are promoted for role and function reasons to be more strategically important. All 53 locations require to be accessed by public transport but accessibility analysis was also a main factor in the assessment and only those with good accessibility were selected as SEILs. SEILs are the locations where the employment projections show the greatest increase in employment thus ensuring that the future economic locations which will generate proportionally greater employment are located on the more sustainable Public Transport corridors. Centralisation and job growth and the local authorities desire to safeguard sites (providing certainty for investment) to focus growth roles and functions at these SEILs locations should encourage more resources to fit these locations into the Public Transport network.
- 6.25 The remaining former SIBL locations with less attraction for the growing employment sectors and being generally less accessible by public transport, more dispersed, are less likely to be safeguarded from other competing land uses and are more likely to fall out of industry or business use and therefore less likely to get resources for integration into the public transport system. In terms of an environmental perspective, over the course of the plan the SEILs are expected to have a positive effect in reducing CO₂ emissions compared to SIBLs. Focusing on centralised SEILs should speed up the fall out of unsustainable dispersed SIBL locations with them moving quickly to other productive uses and a faster reduction of blight. It is also possible that unsustainable former industrial locations will move to a green soft end use rather than a hard end one. This speeding up of the process should have a positive effect on biodiversity, water resources, soil management and landscape.
- 6.26 The current economic climate provides further uncertainty in terms of funding for strategic infrastructure. Therefore, any potentially significant environmental effects resulting from strategic and local industrial allocations are more appropriately assessed at local or project level in order to fully take account of climatic factors, biodiversity, water, soil and landscape issues.

Recommendation 6:

- 6.27 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:

- 6.28 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 and climate change

Introduction

6.30 The environment of the city-region is a complex mix of interlocking themes of strategic significance to its overall economic competitiveness and social well-being. The MIR considers the environment to be a major economic asset in the context of a low-carbon economy and long-term sustainable future. It is also relevant to future investments in SEILs and strategic centres as well as sustainable transport systems in terms of place-setting and a tourism destination. The MIR sets out key roles for the city-region environment under the headings:

- place-setting and the promotion of a Green Network;
- green infrastructure as protection against flooding and as carbon reservoir, particularly with regard to forestry;
- a potential source for alternative energies;
- a reservoir for biodiversity;
- a supply of natural resources including timber, minerals and energy source.

This assessment considers these elements in turn, mirroring the sequence of the MIR.

Green Network and Green Belt

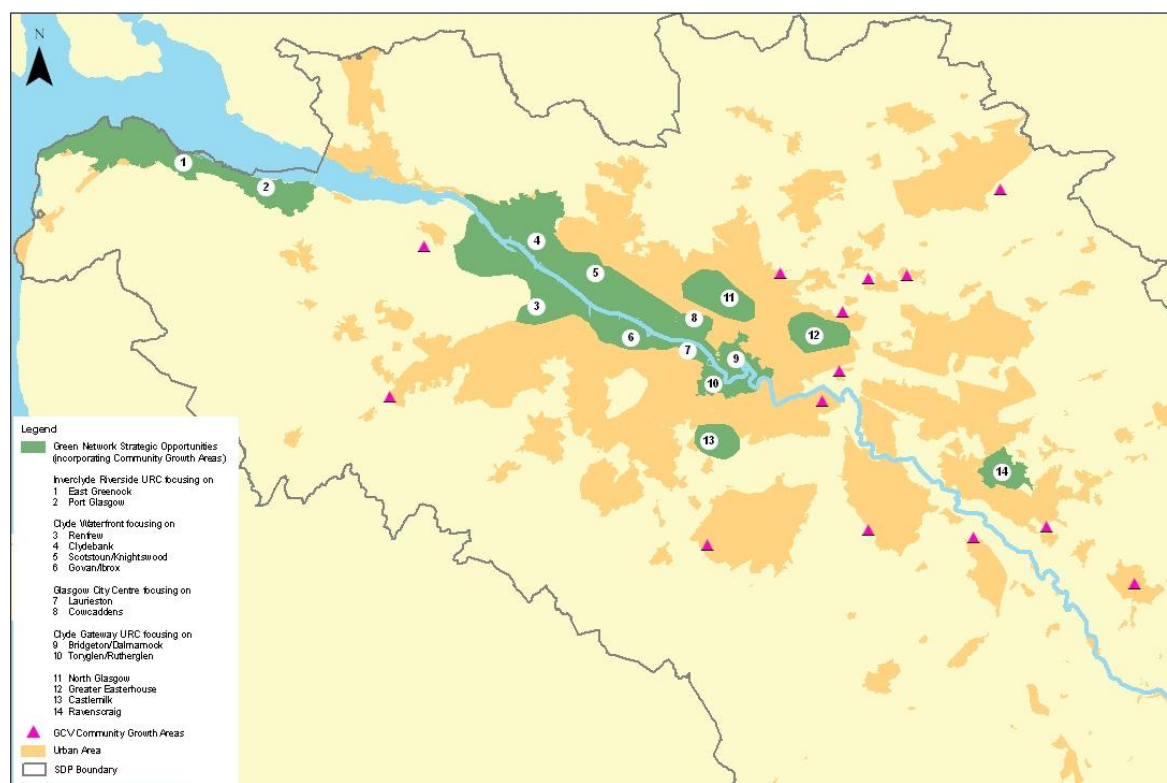
6.31 The scale of the GCV Green Network is substantial and its key spatial priorities have been identified in the MIR (see Map 3). Background Report 08 Glasgow and the Clyde Valley Green Network: Prioritising Delivery⁵ outlines the process used to identify the priorities. This involved analysing four separate layers and then combining them in order to sieve out the strategic opportunity locations. The four layers were as follows:

- identification of the current Green Network by using Local Plan Proposals Maps and our partners to identify the key common features of the existing GCV Network;
- analysis of the strategic biodiversity opportunities utilising integrated habitat models;
- analysis of active travel opportunities with a particular focus on accessing greenspace; and,
- focus on economic development and regeneration priorities and areas of multiple deprivation using the existing Structure Plan regeneration locations and the Scottish Index of Multiple Deprivation (SIMD).

⁵ Available to download at

http://www.gcvsdpa.gov.uk/downloads/mir/BR08_Glasgow_and_%20Clyde_Valley_Green_Network_%20Prioritising_Delivery.pdf

Map 3: Green Network Strategic Opportunities



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6.32 These four layers were then weighted and analysed using a GIS Spatial Analyst Extension Tool and fourteen Strategic Opportunities identified. Background Report 08 states that there are a number of issues that must be considered when examining this analysis. For the purposes of this assessment, the CGAs were part of the analysis. However, the CGAs do not figure in SIMD because, by definition, there are no existing communities in the area. Therefore the analysis is biased against identifying these major new developments as important opportunities. In refining the analysis some weighting could be applied to CGAs to allow for this. CGAs have been highlighted because they are seen to be key strategic vehicles for delivering the Green Network, as these developments offer an opportunity to affect change in locations where development will be undertaken over the coming years. This provides a strategic opportunity to integrate the Green Network and development opportunities at the outset.

6.33 The GCV Green Belt has been defined in the various Local Plans of the eight GCV Local Authorities. The Green Network priorities are being taken forward by a number of partners including local authorities, SEPA, Forestry Commission and Scottish Natural Heritage with delivery co-ordinated by the Glasgow and the Clyde Valley Green Network Partnership. Projects linked to the major regeneration initiatives of the Plan have been developed e.g. Clyde Waterfront, Clyde Gateway and Ravenscraig as well as corridor and neighbourhood projects aimed at connecting communities and habitats within the wider Green Network and supporting local housing led regeneration particularly within Urban Renewal Areas. The Partnership have also been closely involved in the evolution of the masterplanning of the

Community Growth Areas.

- 6.34 In addition to these major projects the Partnership have produced tools and guidance as well as developing thematic projects in support of the delivery of the wider Green Network. The *'Agenda for Sustained Growth'*, which is a 20 year development strategy, is at the very early stages of its implementation and although much has already been achieved many of the major development components of the Clyde Waterfront, Clyde Gateway, Ravenscraig and the Community Growth Areas have in many cases yet to be delivered. As a strategic tool, the green belt GB serves the development of GN concept including green infrastructure, paths and woodland.

Assessment

- 6.35 Green Belt offers a constraint on development and protects from encroaching development on the edges of settlement. It has a role to play in place-setting and ensuring the continued separation of communities and their identities. It also serves to protect open space and the natural role for the environment in term of flood-plain, carbon sink or thermal cooling. The Scottish Government's SPP requires SDP to establish the need for green belts and the MIR asks whether the SDP should continue with green belt designations. It can positively impact on access to open space for humans in terms of health and well-being and in terms of habitats and species. Therefore, the key environmental effects of identifying a green belt are mostly positive and include the provision of open space which can contribute to the Green Network.
- 6.36 Where green belt land is heavily farmed the environmental benefits can be less obvious. A potential negative impact of green belt designation is the so-called 'leap frog' effect requiring people to travel further to work, service and leisure and indirectly causing increased emission from traffic.

Alternative

- 6.37 The SDP is required to establish the need for green belt. It is therefore a reasonable alternative to determine that there is no strategic need for green belt designation. Depending on how this was managed, it could have a potentially negative effect on landscape and cultural heritage matters. On the other hand, it might offer the opportunity to 'tidy up' edge of settlements and ultimately provide a tighter boundary for existing settlements thereby having a positive effect on landscape and cultural heritage.
- 6.38 With a firmer approach to the green network concept, where quality green network is more important than quantity of open space and environmental improvement, and clear links to planning gain from development applications it is possible that a lack of green belt designation could be environmentally beneficial.
- 6.39 Another issue is whether the green belt adds value to other environmental elements. Agricultural uses can provide habitats that are beneficial to species. Green belt designation may also have a positive impact on water issues in terms of flood plain and in terms of providing an open space resource capable of accommodating sustainable drainage infrastructure requirements.
- 6.40 The management of an alternative to green belt designation is a matter for the development

plan and not this assessment. However, in general terms, the environmental impact of a lack of green belt designations is likely to include increased pressure for speculative development on the edge of settlements and between neighbouring settlements causing the risk of coalescence.

Biomass woodfuel production opportunities

6.41 The MIR views forestry as having a strategic role to play including:

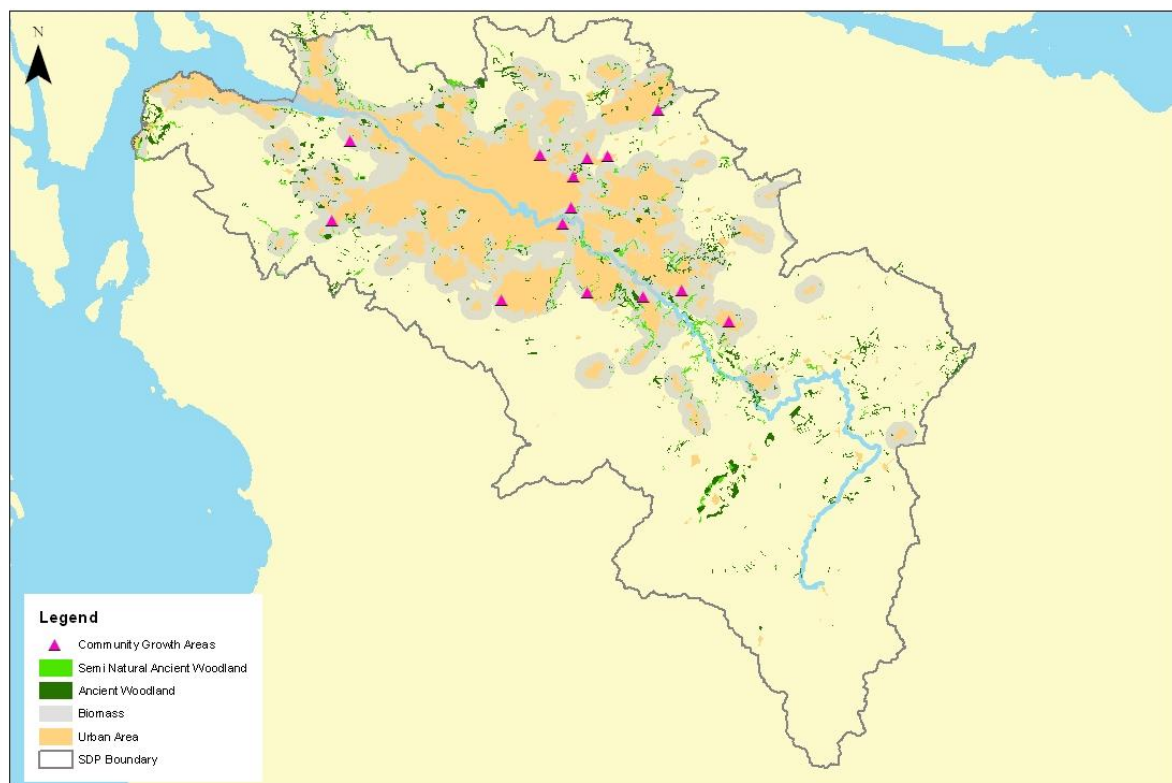
- timber productions to meet Scottish Government targets;
- carbon sink creation and maintenance;
- woodfuel and biomass production;
- urban woodlands for economic place-setting;
- opportunities for recreation and green lung functions, thermal cooling and climate change functions.

At the same time, several of these roles have inherent conflict with other demands upon the environment, for example, forestry targets versus wind power development or carbon sink loss by de-afforestation versus emissions targets.

6.42 As part of the SDP process, an Indicative Forestry Strategy (IFS) and Woodland Framework will be prepared in partnership with Forestry Commission Scotland. As part of this unfinished IFS, a sub-framework relating to the potential for Biomass production suggests that the city-region could potentially accommodate 3,800 ha of biomass wood fuel production. This is based upon an analysis of the vacant and derelict land resource and the amount of underused land surrounding the city-region core. This is shown in Maps 4 and 5.

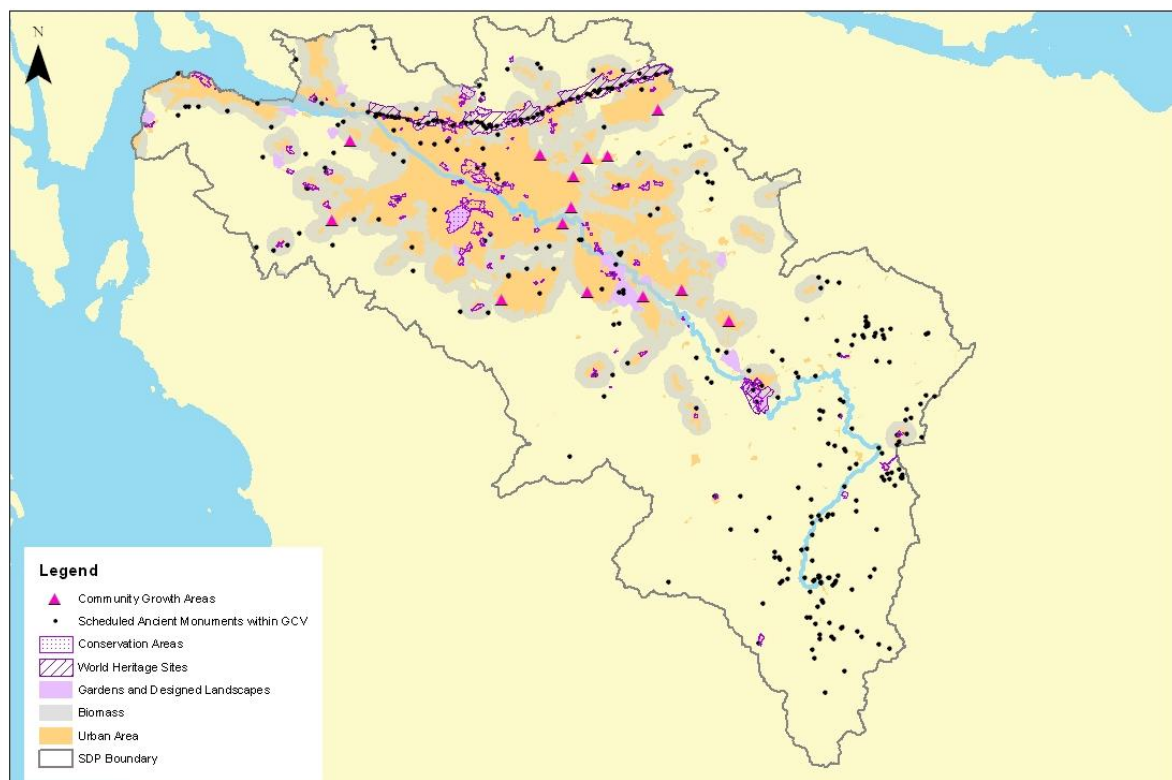
6.43 Wood fuel development could take the form of short-rotation coppicing, up to five years, or short-rotation forestry, up to fifteen years. The latter's longer time horizon provides the potential to integrate it with the Green Network and for it to perform a wider range of functions than simply wood fuel. As carbon based fuels continue to rise in cost and emissions reductions become ever more necessary, the MIR suggests this area could attain increasing significance in land use terms.

Map 4: Biomass and Landscape



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Map 5: Biomass and Cultural Heritage



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Assessment

- 6.44 Map 4 shows the Biomass opportunities in relation to landscape designations and the CGAs and Map 5 show it in relation to cultural heritage. Both highlight potential for significant negative impacts. The Biomass map contained in the MIR offers broad information at the beginning of an on-going process of IFS. The aim of sustainable heat and power generation underpins this proposal and in this sense and it is recognised that in general terms, Biomass planting and production could have mostly positive environmental effects particularly in terms of climate change matters provided there is a local market for the end product. However, in the absence of a finalised IFS, there is a lack of background detail regarding the management of Biomass areas, for example, will public access be restricted if short term coppicing is the preferred option. In its present form the Biomass proposal appears to conflict with other issues in the MIR particularly cultural heritage and landscape designations and further refinement of the Biomass opportunities map is required in order to clearly illustrate that landscape and cultural heritage designations have been taken account of.
- 6.45 This assessment recognises that the MIR sets the general principle of the potential to accommodate and develop Biomass. It is also recognised that the proposal will be refined as part of a on-going IFS process which will take account of existing designations with a view to identifying spatial locations for Biomass.

Recommendation 8:

- 6.46 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.

Minerals – surface coal reserves

- 6.47 The city-region is a key resource of raw materials for long-term development and renewable energy production. The MIR provides a strategic context for their long-term role. In terms of surface coal reserves, there is a long-term strategic programme of surface coal development already established within the city-region. These coals are of a quality, characterised by low sulphur and as a result are in high demand. Working between the coal industry, the GCVSDPA and the constituent local authorities has arrived at the proposal that there may be no further need to provide a strategic planning context at this time. Map 6 show existing minerals sites with VDL and Cultural Heritage.

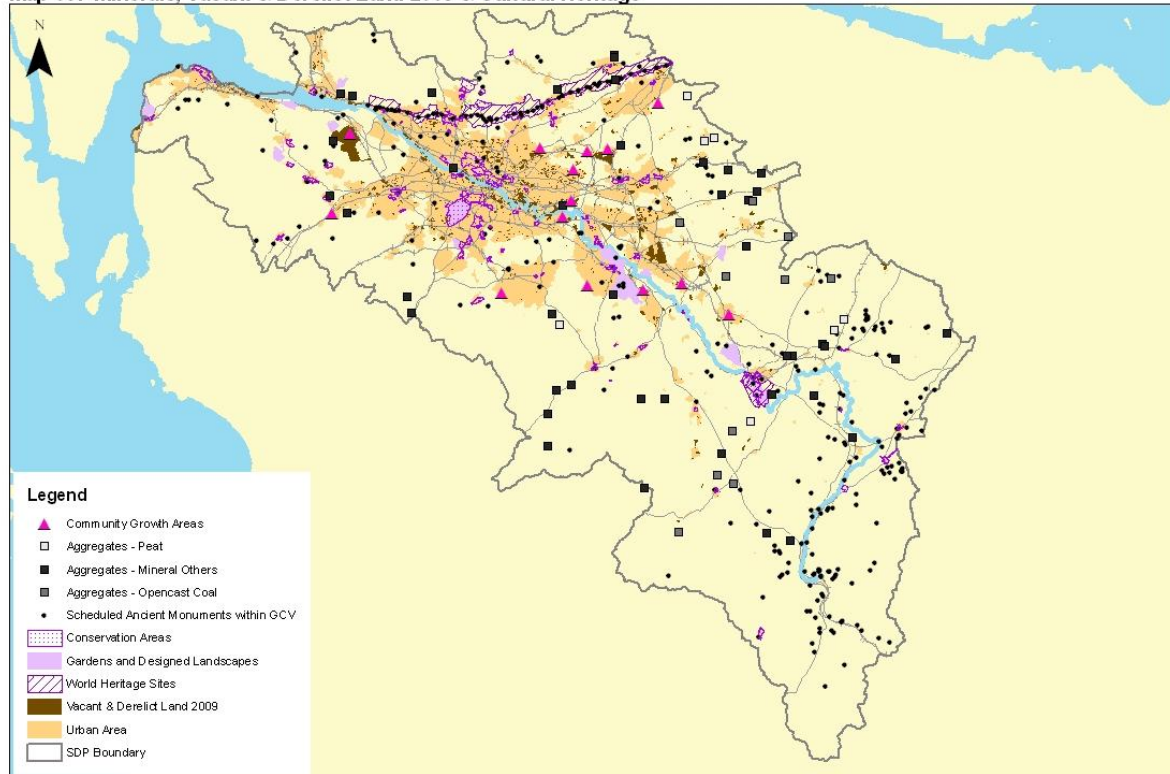
Assessment

- 6.48 The MIR seeks opinion on whether the existing programme of surface coal extraction needs no further strategic planning context. The main issue for this assessment is to outline the benefits and dis-benefits of defining an area of search. Benefits of the search area model include providing clarity, direction and an element of certainty for developers seeking to invest in the city-region. However, if the scale of resource is not significant and investment opportunities are limited then it is likely that this approach is not required with the SDP.
- 6.49 On the other hand, should there be a strategically significant resource, a lack of search area framework could lead to pressure from speculative development with planning applications

for surface coal extraction being dealt with on an ad hoc basis. Again, this is dependent on scale.

- 6.50 The transportation of minerals is a strategic issue but perhaps the location of the coal is not. Protection of coal resource is an important issue as it can be an alternative source of energy. Again, this would be dependent on the scale. There is no indication of the scale of the resource in the MIR or in a Background Report and it is recommended that this information is provided with the Proposed Plan and a supplementary assessment.

Map 06: Minerals, Vacant & Derelict Land 2009 & Cultural Heritage



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Aggregate minerals

- 6.51 The MIR recognises that aggregate minerals such as crushed rock and sand and gravel in that they provide raw materials for construction, infrastructure and a wide range of other uses and in this sense they are fundamental to the development of the long-term city-region economy. In conjunction with the aggregates industry, the GCVSDPA has updated to 2010 its view of the city region supply which continues to show a substantive supply and relatively even distribution of crushed rock across the region. In terms of sand and gravel, however there continues to be a limited supply within the city-region and the concentration of supply lies within southern parts of Lanarkshire. There is also a question of quality constraints within the current supply. These factors act as a potential brake on long-term economic development if not addressed and the city-region faces substantial import of material from outwith the area.
- 6.52 The GCVSDPA favours search area approach to identifying additional long-term sand and gravel reserves for development. The benefit of this would be to provide the industry and communities with long-term clarity on future developments, once the local authorities have provided the necessary refinement of the areas selected under such an approach. There is,

however, a potential constraint in the development of a search area. There is limited data on reserves with regard to quality to meet the range of potential demands for varying grades of sands and gravels. The MIR states that in the long-term these factors constrain the ability of the GCVSDPA and its constituent local authorities to follow their preferred approach.

Assessment

- 6.53 The import of aggregates from outwith the city region is likely to result in negative impacts climate change matters in terms of GHG emissions if the minerals are transported by road. In turn, this may also impact adversely on communities in terms of noise and air quality. On the other hand, localised mineral extraction outwith a search area framework could potentially have a significant negative effect on landscape matters, both localised and strategic depending on location and scale. These landscape impacts are likely to be present in the medium to long-term even with remedial work. On the other hand, the working some sites can offer the opportunity to improve edges of settlements or the landscape treatment of underused land. Again, this is dependent on scale and location.
- 6.54 Regardless of whether a search area approach is favoured by the GCVSDPA, further background information on the scale and location of resource will enable further assessment of the potential impact including whether certain environmental issues will be more appropriately dealt with at the local level.

Recommendation 9:

- 6.55 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.

Windfarm search areas

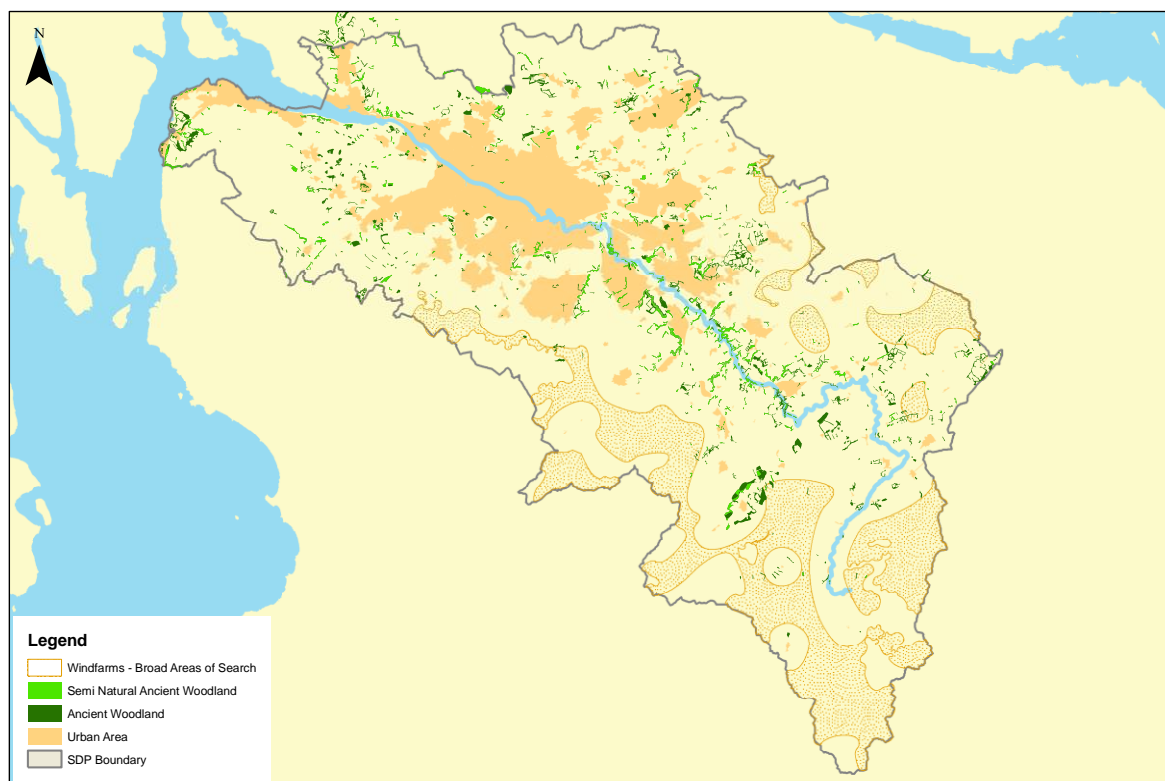
- 6.56 The city-region is characterised by a significant on-shore wind power potential and has seen significant wind turbine developments. With the requirement to develop alternative low-carbon energies to carbon fuels and meet emission reduction targets, while at the same time protecting sensitive environments and balance competing uses, the GCVSDPA, in line with previous Strategic Plans, has adopted the approach of defining search areas for wind turbines. Further information on the criteria used is provide in Background Report 09: Wind Farm Search Areas ⁶.

Assessment

- 6.57 The MIR identifies wind farm search areas for strategic wind farms i.e. over 25MW. Map 7 shows wind farms with aggregates and landscape designations and Map 8 shows aggregates and cultural heritage. These maps help to illustrate that key cultural heritage and landscape designations have been taken into account. In general terms, there are significant positive environmental effects in terms of a reduction in GHG emissions in the switch to low-carbon energy sources. However, there is potential negative impact when forestry felling is required to accommodate wind farms and this also undermines forestry cover targets. Additionally, there is significant potential for negative impacts on landscape issues both locally and in terms of the cumulative impact.

⁶ http://www.gcvsdpa.gov.uk/downloads/mir/BR09_Wind_Farm_Search%20Areas.pdf

Map 7: Wind Farms and Landscape



6.58 Cumulative and synergistic impacts of this development over the whole city-region is significant however, the solution is more appropriately dealt with at local level. The SDPA will continue to monitor wind farm development.

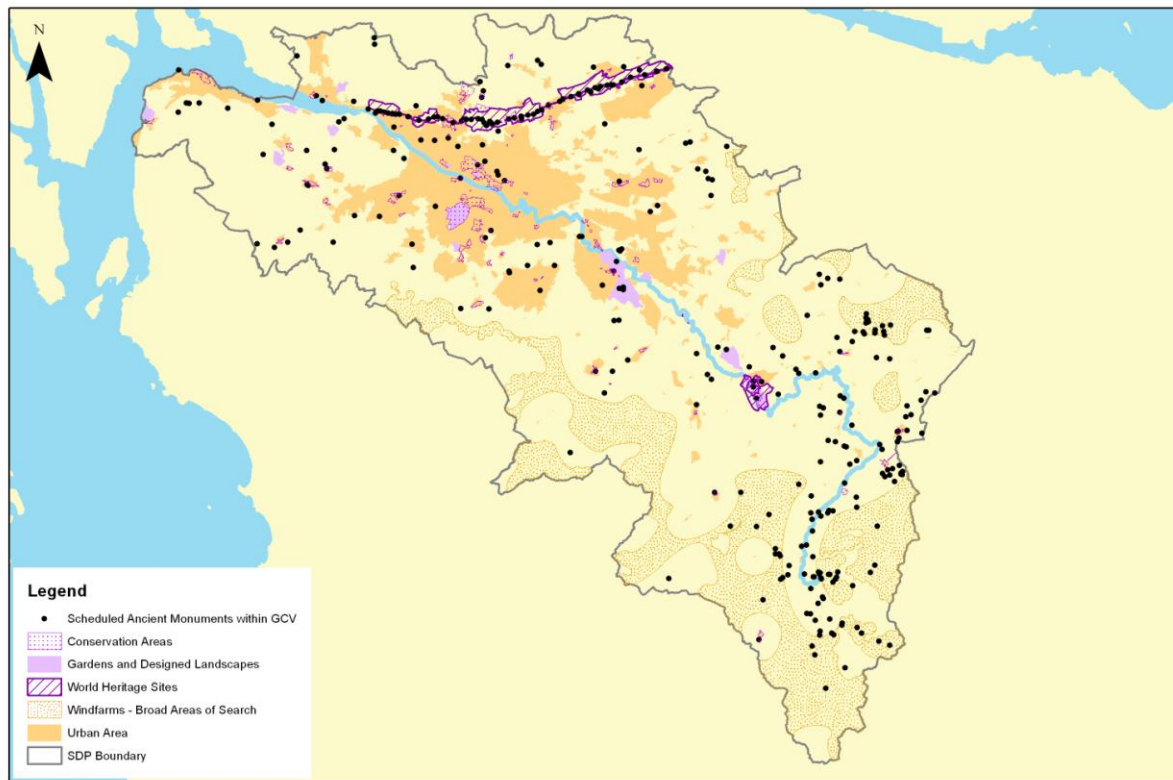
6.59 The search area itself offers strategic level mitigation with further localised mitigation required at local authority level. This has already been undertaken or is underway in a number of constituent local authorities including North Lanarkshire, South Lanarkshire, Inverclyde and East Renfrewshire.

Alternative

6.60 Identify a smaller number of areas capable of accommodating large wind farms – implications for site specific detail that is dealt with at a local level. This is not a reasonable alternative as it fails to take account of the large number of wind farms that are already in existence within the city-region, particularly within North and South Lanarkshire and East Renfrewshire. Therefore, this alternative has not been assessed.

6.61 Another alternative is to place no restraints on development. This would mean that the constituent GCV local authorities would have to deal with planning applications for wind farms on an ad hoc basis. This is not a reasonable alternative as it fails to take account of the requirement on local authorities to supplementary planning guidance for wind farms and their associated assessments. Therefore, this alternative has not been assessed.

Map 8: Wind Farms and Cultural Heritage



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Issue 4: Sustainable locations

Introduction

- 6.62 The MIR seeks to promote sustainable locations for development. This section of the MIR deals with the identification of a strategic network of centres and housing. It presents a number of options relating to each sector and this assessment will mirror this sequence.

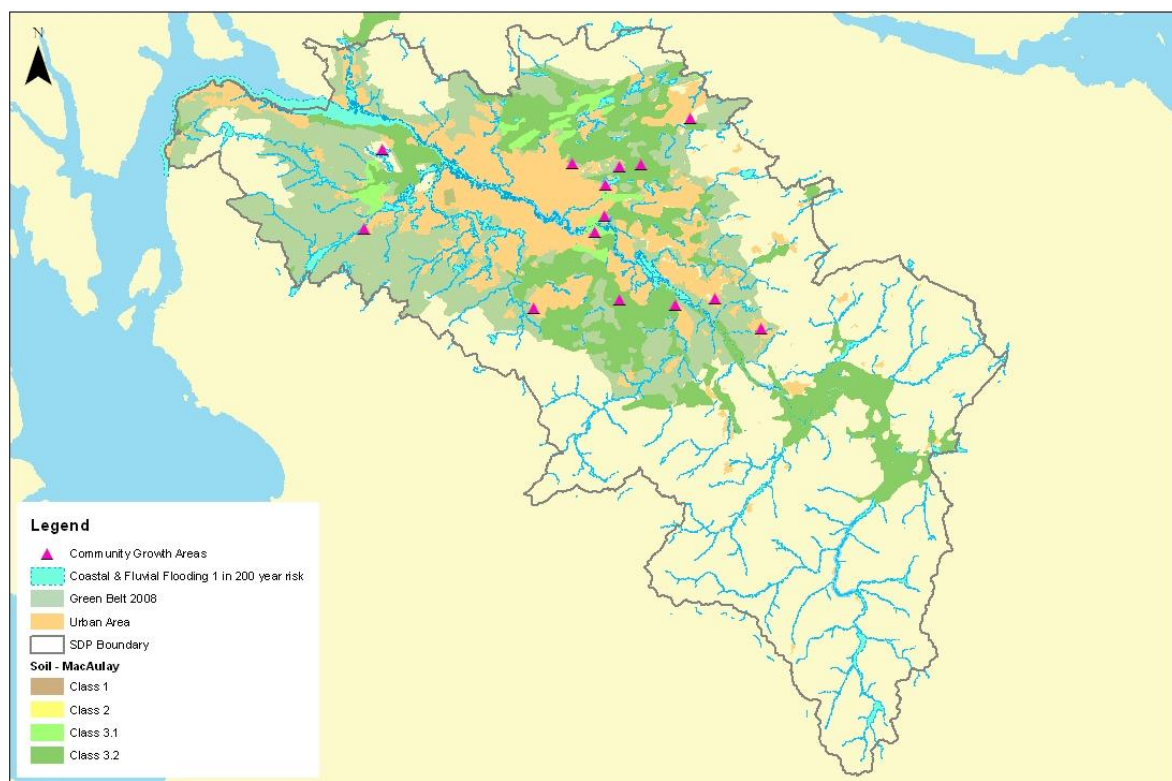
Housing

- 6.63 Under the new planning and housing systems there is a revised approach to assessing housing need and demand. As a direct result of this change, the traditional view of tenure (public sector and private sector including owner-occupied and private rental) 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.
- 6.64 At the time of writing this assessment the strategic implications of these calculations are still being debated. It is worth noting that projected need to 2025 for the affordable sector is some 81,000 households and within that the projected figures to 2016 for the intermediate sector for the GCV area are 27,000 households. The MIR does not identify strategic housing land for the intermediate sector, stating that this is best dealt with at local authority level. Therefore, this assessment does not include projected requirements. It is noted that the outcome of the HNDA debate may require supplementary assessment at the Proposed Plan stage.
- 6.65 The MIR states that there appears to be no strategic requirement for additional land release for the private sector within the city-region. Land currently identified meets the assessed private sector housing requirements to 2025 and supports the proposed long-term strategic vision for the SDP. If requirements are identified for the affordable sector at the local authority level, it will be for each local authority to address.
- 6.66 The MIR proposes to continue with the thirteen Community Growth Areas (CGAs) identified as strategic housing land allocations in the GCV Joint Structure Plan 2006 over the period of the SDP. The original assessment in The Environmental Report 2006 (Part 3) concludes that the CGAs require a legally binding master plan framework to ensure the provision of necessary infrastructure and social facilities; appropriate phasing of the development; design and energy efficiency issues; and, provision of structural landscaping linked to the Green Network. It also places an onus on SPT's Regional Transport Strategy, Local Transport Strategies and Local Plans to provide or protect a range of public transport access options to this area.
- 6.67 Since the original allocation and assessment of the CGAs, new environmental legislation in relation to flooding, climate change and river basin management planning has come into force and impacts directly on development proposals. It is therefore appropriate to broadly reassess the CGA locations.

Assessment

- 6.68 This assessment is concerned with the legacy of the CGAs and will consider the consequences of continuing with them as proposed in the MIR. An alternative scenario will also be considered in relation to reducing or shrinking the overall footprint of the CGAs. This links to the previous section “Adopting a demographic Planning Scenario” (paragraphs 6.2-6.7).
- 6.69 Map 9 gives a broad indication of the potential impact of CGAs on soil, flood risk and green belt 2008. Clearly, the development of thirteen CGAs has the potential to significantly impact soil sealing, water quality and flooding and over the city-region this becomes a strategic issue.

Map 9: Community Growth Areas with Soil, Flood Risk & Greenbelt 2008

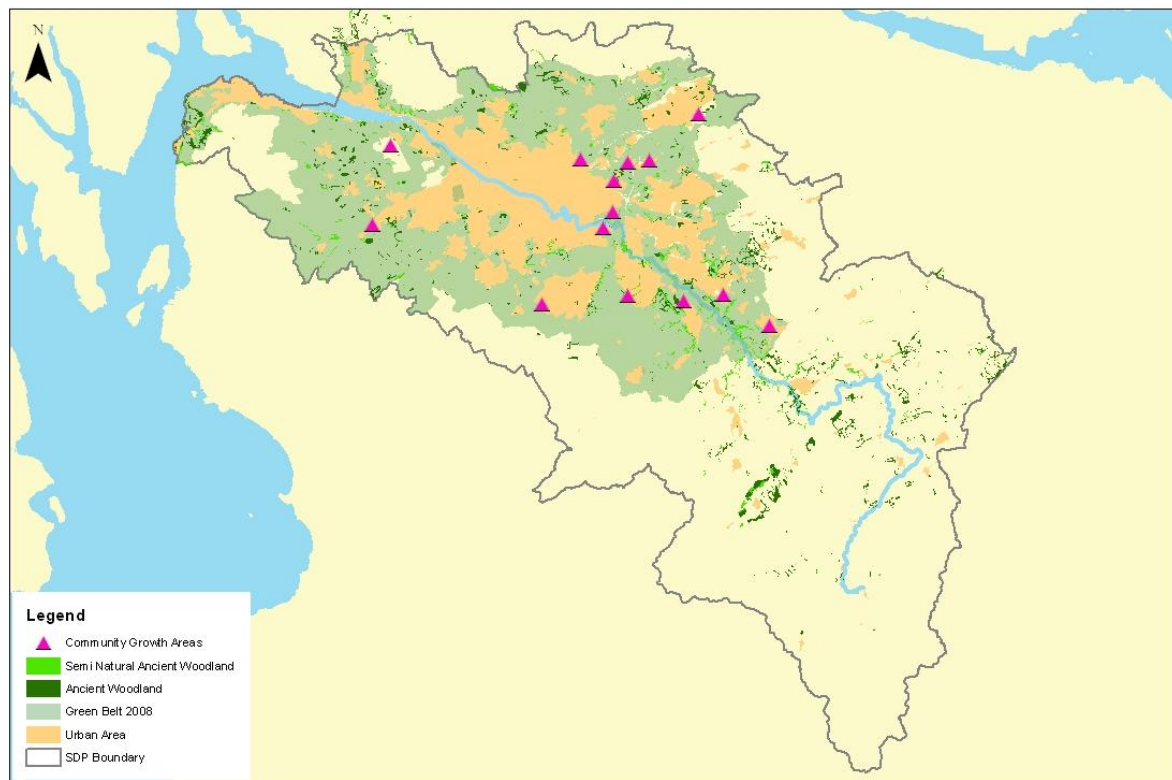


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- 6.70 It is also recognised that the cumulative and synergistic effects of the CGAs is a strategic issue. Projects such as the Metropolitan Glasgow Strategic Drainage Plan can do much to mitigate potentially negative effects on water issues and biodiversity and the SDPA support the use of this project as a model for other areas within the city-region. Indeed, the SDPA has a role to play in encouraging, facilitating and participating in partnership created to deliver such projects and it should continue in this vein. However, in this instance, mitigation measures lie in detailed site knowledge. For example, local topography can determine the potential risk of flooding. Therefore, the opportunity for fuller environmental assessment and specific mitigation lies at local and project level.
- 6.71 Maps 10 and 11 show the CGAs in relation to Landscape Designations and Cultural Heritage. A number of CGAs lie on the edge of the urban area and close to green belt designations. This offers an enhancement opportunity in relation to the treatment of settlement edges.

Once developed, the CGAs will be subsumed into the urban areas and the green belt boundary will be re-drawn. An issue that emerges from the Environment Baseline is landscaping issues in relation to edge of settlements. Whilst detailed landscaping issues are more appropriately dealt with at a local level, there is clearly significant potential for large-scale development to significantly alter the landscape setting of the city-region. Also, the cumulative and synergistic impacts of thirteen CGAs are clearly of strategic importance even though the solutions lie at individual project level. Therefore, large-scale development such as the CGAs should purposely require careful attention to complementing the character of existing neighbouring settlements, and associated cultural heritage, as well as careful treatment of the edges of new development.

Map 10: Community Growth Areas & Landscape Designations

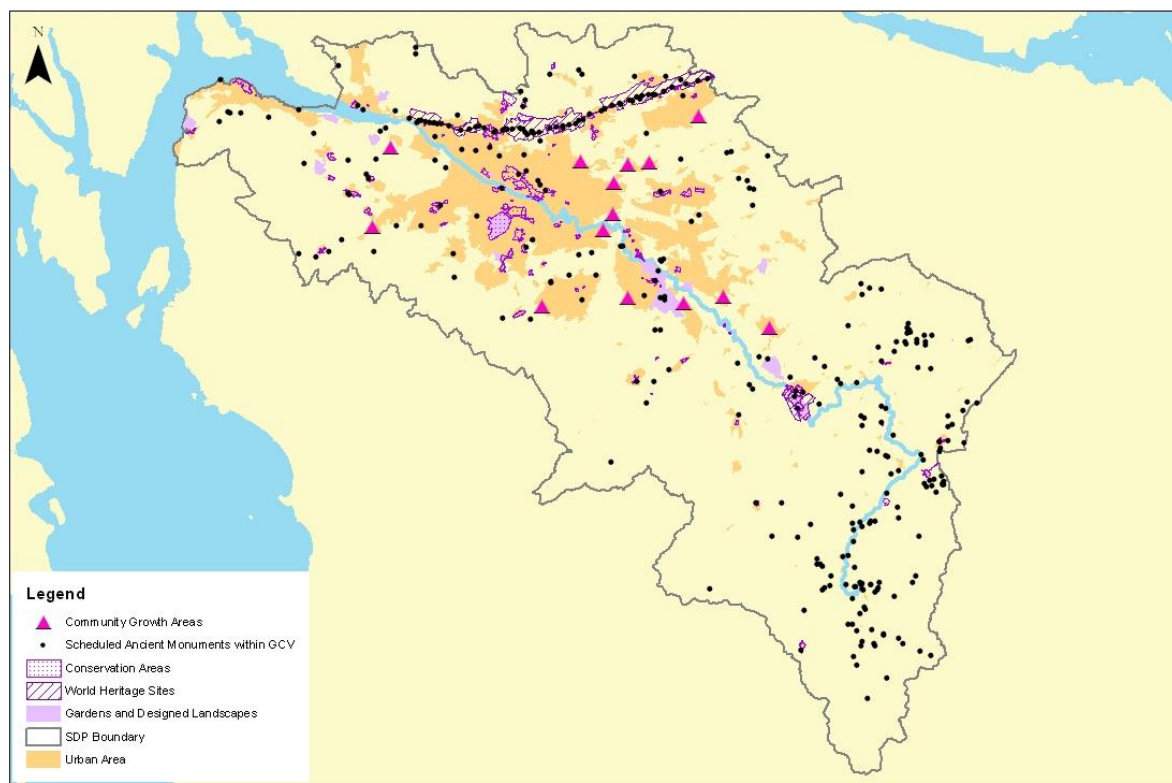


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6.72 It is difficult to meaningfully assess the implications of CGAs on cultural heritage at a city-region scale, however, there could be a generic implication of having lots of listed buildings near CGAs. Cultural heritage is a resource that is spread out across the city-region and cannot be easily assessed at a strategic level. However, the potential cumulative impact of large-scale development on this resource is significant and therefore it is worth recommending that this is given consideration at local and project level.

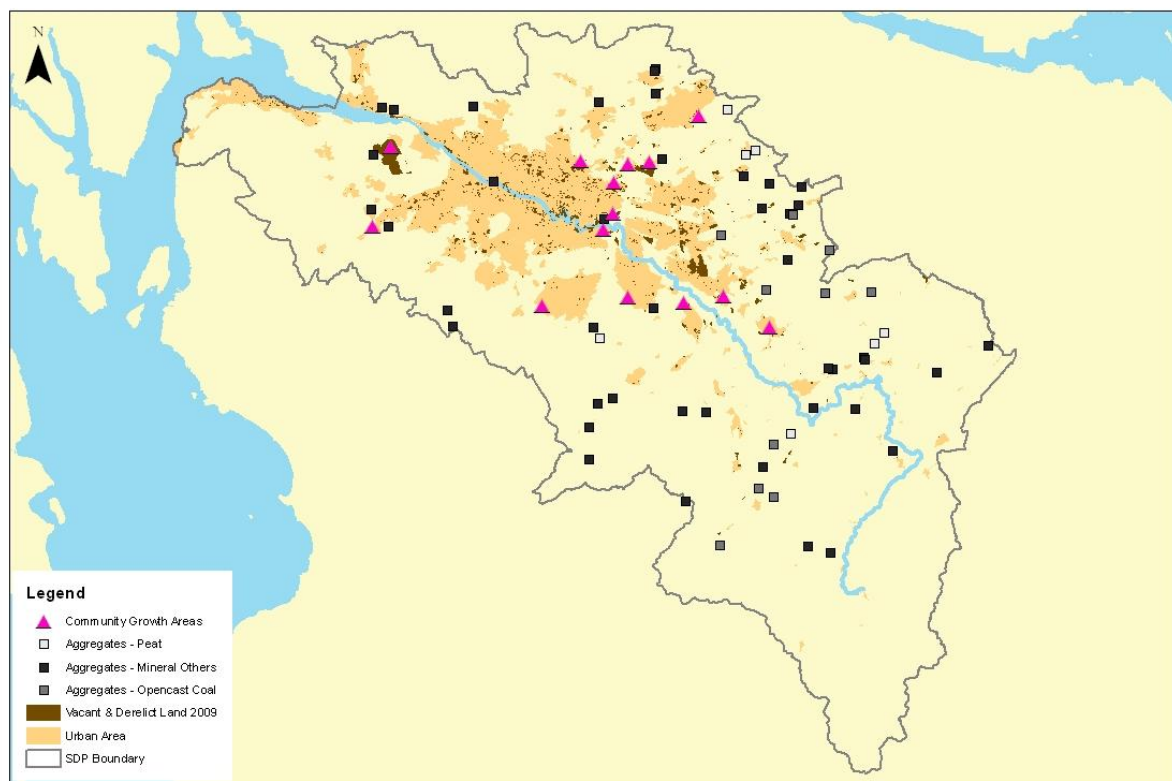
6.73 Map 12 shows the relationship of the CGAs with Vacant and Derelict Land (VDL) and proximity to existing aggregate sites. There is some variation between areas and some tally closely with VDL. There is potentially an opportunity to use the vacant and derelict land to develop the concept of the Green Network and fully integrate this with the new development. These are site specific issues and therefore more appropriately dealt with at the local and project level.

Map 11: Community Growth Areas & Cultural Heritage



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Map 12: Community Growth Areas and Material Assets



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Alternative

- 6.74 The main issue for the Environmental Report is to consider the potential significant environmental effects of shrinking the overall footprint of the CGAs. It is not for the assessment to consider how this shrinkage could occur but to ask how the oversupply might be managed. The SEA should not identify which CGAs might be excluded or how each may be reduced as this is the role of the SDPA. Instead, the assessment could shed light on which environmental criteria should be used if the SDPA was seeking to reduce or shrink the overall footprint of the CGA proposal in its entirety. Taking into account the previously stated issues these environmental criteria could include the effect of the proposed development on:
- flooding;
 - landscape;
 - soil;
 - sterilisation of mineral resources;
 - water quality;
 - vacant and derelict land;
 - sustainable transport including proximity and ease of access to public transport routes; and,
 - biodiversity.
- 6.75 To remove already identified CGAs would have a huge knock-on effect for the local developments plans as these are already allocated throughout the GCV. The allocation of this land in adopted local plans involves a complex justification based on housing market areas and travel to work areas. Many have already undertaken or have started a detailed master planning process.
- 6.76 There are also potential negative effects of reducing the CGAs including the fact that certain CGAs already have committed infrastructure and/or expenditure on infrastructure and public transport links. To not develop these already committed elements would be a wasted opportunity.

Recommendation 10:

- 6.77 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 land similar to those outlined in paragraph 6.74 above. These are site specific issues and therefore more appropriately dealt with at the local and project level.

Recommendation 11:

- 6.78 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:

- 6.79 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:

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

Network of strategic centres

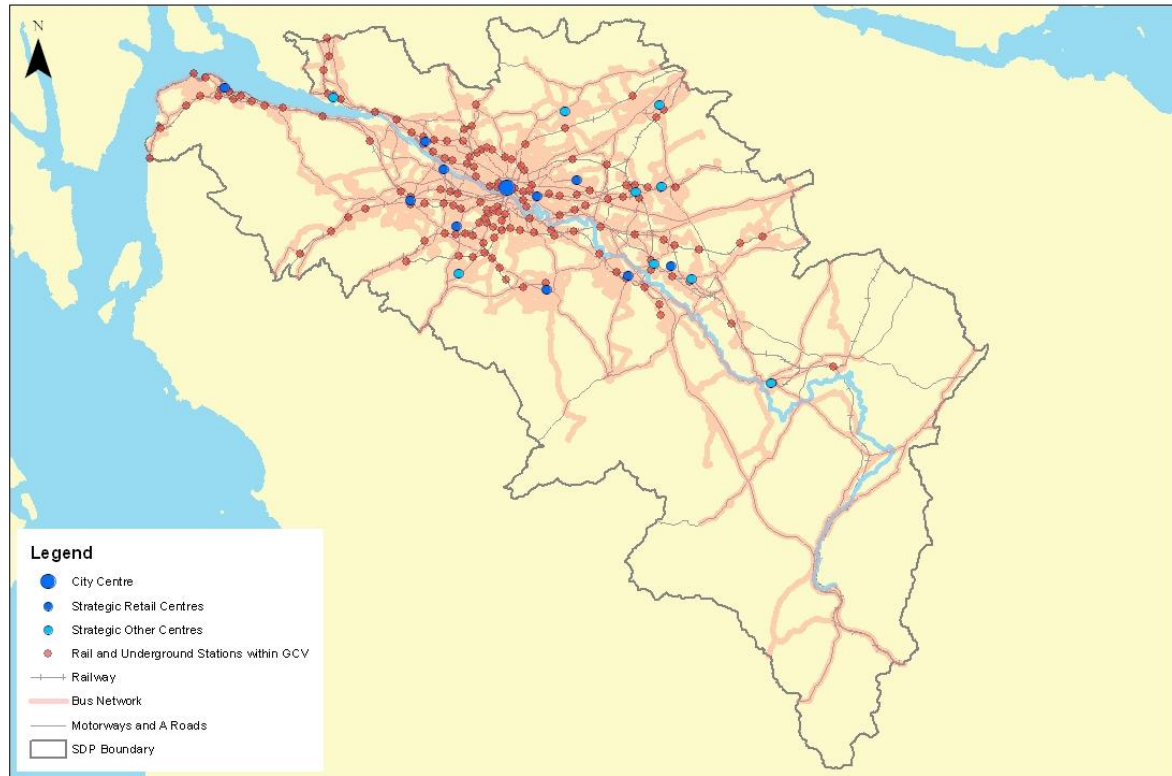
- 6.81 The MIR proposes a network of strategic centres. It states that city and town centres are fundamental to a sustainable strategy in that they are the core of communities and are generally well served by public transport. Such centres also support a wide range of roles and functions such as business, 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.
- 6.82 The MIR identifies Glasgow City Centre as primary in all strategic roles, eleven other centres whose wide range of roles and functions is dominated by retail. A further nine centres are characterised by a strategic role dominated by employment, business, leisure and civic uses are also included in this network. The proposed Network of Strategic Centres is shown on Map 13.

Assessment

- 6.83 The policy background to the proposed Network of Strategic Centres continues to focus reinvestment in existing urban centres. Since land take will be limited overall, from a natural and cultural heritage point of view this approach is less likely to have a significant negative effect.
- 6.84 The MIR states that Braehead is not currently identified as a town centre but there is a view that it should be designated as such. The inclusion of Braehead, or any other centre with a high parking capacity, as a strategic centre clearly raises environmental issues. The pull of this shopping centre is wide ranging and extends beyond the city-region. However, to assess the appropriateness of Braehead as a strategic centre is not considered relevant since this is not a new allocation for commercial development, the centre is well established. Therefore the environmental effects of Braehead exist already and there is little the SDP process can do to alleviate these except to continue to support, facilitate and participate in partnerships seeking to provide better public transport provision.
- 6.85 The main environmental impacts of the strategic network of centres are likely to be around climatic factors, particularly transport emissions. Map 13 shows the proposed network in relation to public transport routes. As expected, most centres are served by rail access and are on bus routes. The proposal to reinforce these centres is, on the face of it, likely to result in a positive effect in terms 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.

Map 13: Retail - Preferred



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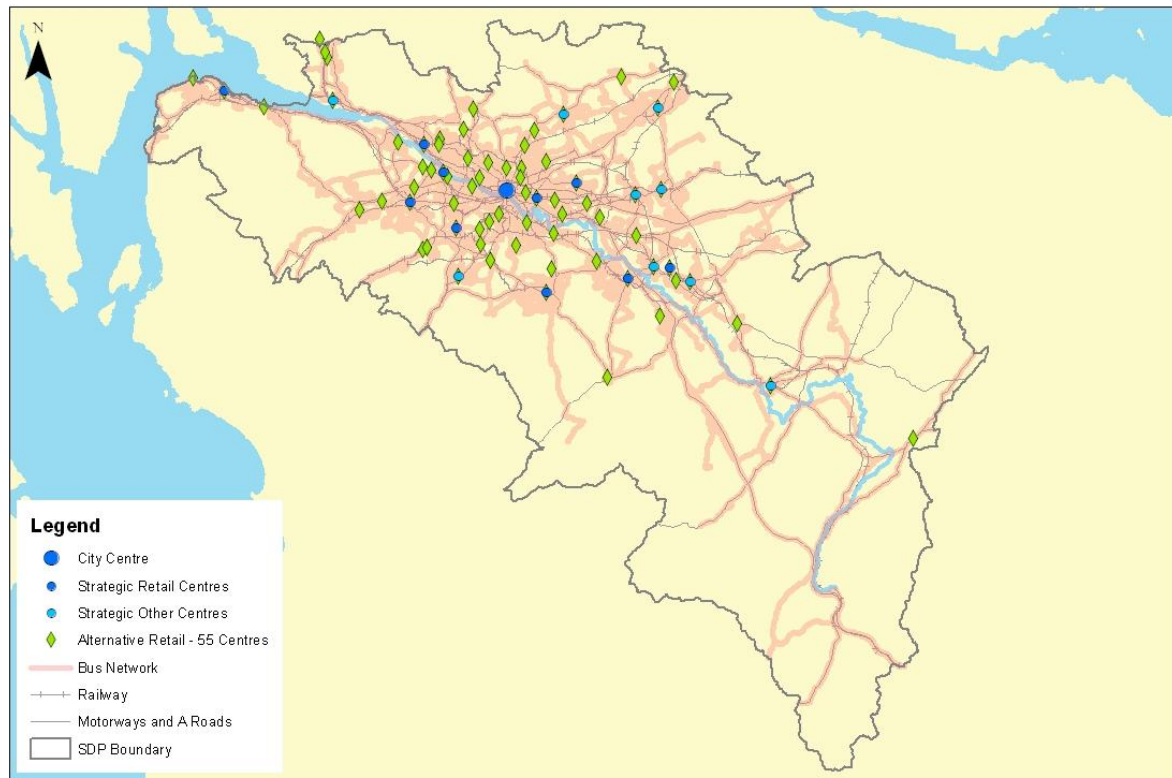
Alternatives

- 6.86 The GCV Structure Plan 2006 founded a network of fifty-five town centres and the continuation of this is one alternative to the proposed network. Map 14 shows the fifty-five centres in relation to the public transport network. A key environmental question for the assessment is whether the continuation of a network of fifty-five centres would impact on travel distances. All fifty-five centres remain in existence; therefore the issue is simply one of classification. The MIR argues that this option could dilute or divert investment for key centres and offer less clarity to developers and investors.
- 6.87 This is the same issue raised in the assessment of the SEILs (paragraph 6.24) with regard to more localised facilities reducing travel distances and bringing benefits to the local communities. The argument is whether the concentration of resources is better environmentally than the less centralised approach.
- 6.88 A second alternative scenario for strategic centres is to focus solely on Glasgow City Centre. Whilst it is clearly the main focus of city-region and sits apart from all other centres, it is recognised that the city centre alone does not serve all communities and therefore does not offer a viable alternative.

Recommendation 14:

- 6.89 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.

Map 14: Retail – Alternative 1



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Issue 5: Tackling risk

- 6.90 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.

Chapter 7

CUMULATIVE, SYNERGISTIC AND SECONDARY IMPACTS

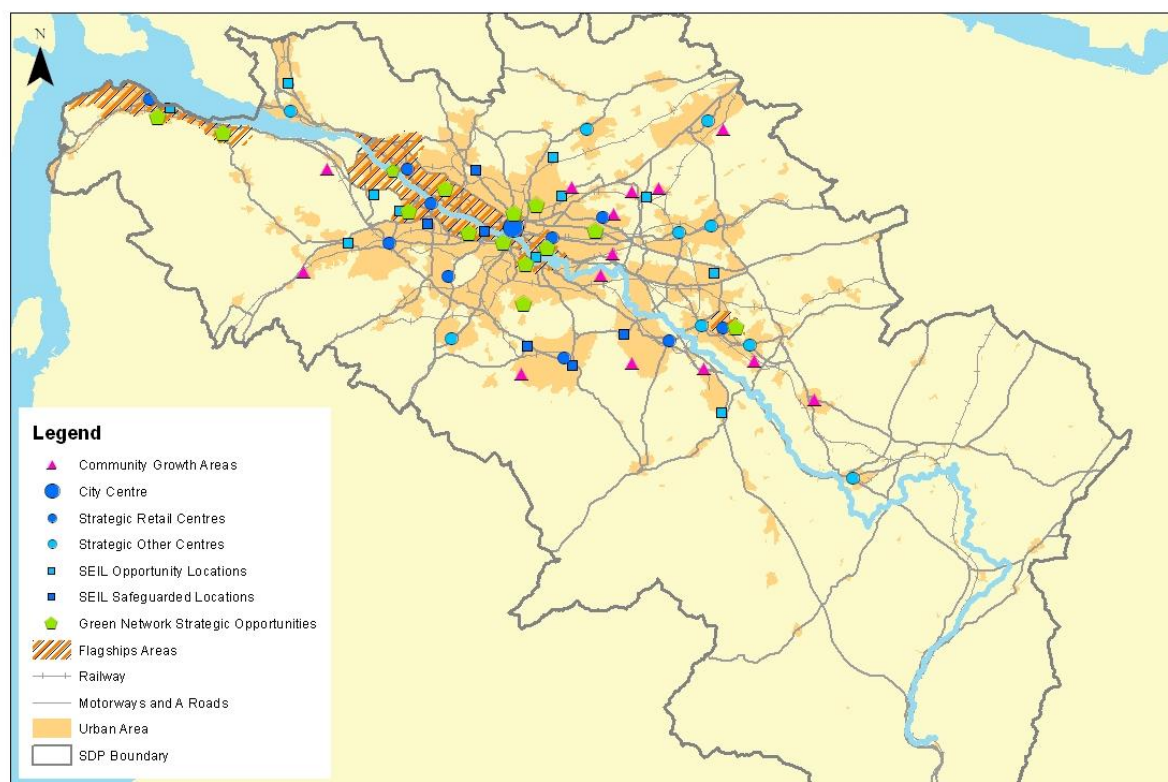
Introduction

- 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.

Assessment of impact of preferred strategy

- 7.2 Many aspects of the plan will have positive effects on the environment which will be cumulative over time and space. For example, the green network will deliver multiple environmental benefits, and the overall Central Scotland Green Network project level commitment to a step change in environmental quality reflects this. Similarly, the strategic spatial approach to targeting onshore wind energy developments in areas with fewer environmental constraints will be cumulatively beneficial over time as development proposals come forward and local spatial guidance takes shape. [relate back to wind section para 6.56 onwards]
- 7.3 Many of the land allocations will lead to cumulative environmental effects for specific local areas or settlements. These may be both positive, such as improving environmental quality overall, or may be negative where multiple localised environmental effects may arise. Many of these cannot be fully identified at the strategic level, but across the plan area as a whole, the following cumulative effects can be noted at this stage.
- 7.4 There is potential for several flagship areas along the Clyde to generate cumulative effects in relation to water and in particular flooding. Mitigation of this effect is already covered by the Plan’s inclusion of the MGSDP. However, SEA monitoring of the link between development and increased capacity of drainage infrastructure may be beneficial to follow up on this important potential impact.
- 7.5 With regard to settlement edges across the conurbation as a whole, Map 15 illustrates the potential for changes to the overall definition, character and quality. Many effects will be specific to place and local environmental character. It is therefore important that local level planning realises the opportunities for mitigation and enhancement for each scheme and ensures this links into development on the ground.

Map 15: Cumulative Impacts



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- 7.6 The SDP provides the context for substantial cumulative increases in the take up of vacant and derelict land. This could lead to secondary positive effects on a range of other environmental criteria, including by reducing the focus on greenbelt land release. At the same time however, several key development areas are in green belt locations, suggesting that within the plan area as a whole, there may be cumulative effects in terms of soil sealing. Mitigation of this strategic level cumulative effect could take the form of proactively prioritising brownfield land development in the scenario where lower growth is found to be more realistic. This is covered in recommendation 13.
- 7.7 Overall potential for cumulative significant positive effects in relation to greenhouse gas emissions reductions arising primarily from sustainable transport being embedded within the plan, but also to a lesser extent from renewable energy proposals. As noted throughout this assessment and reinforced within recommended strategic mitigation measures (specifically recommendations 7 and 15, this will be largely dependent on how the high level aspirations for sustainable development locations within the plan plays out into identification of specific allocations at the local level. Again, prioritisation or deferment of growth areas may be feasible under the lower growth scenario and has therefore been built into the criteria for selecting CGAs referred to recommendation 13.
- 7.8 The issue of air is difficult to deal with at a strategic level and it is not necessarily the place of planners to tackle this issue. Nonetheless, the development plan must recognise the potential influence that land use can have on air quality in terms of cumulative effect. For

example, within the city-region, key strategic locations where air quality is an issue include the M74 where North and South Lanarkshire traffic meets en route to Glasgow. Significant housing allocations and their associated high trip generation are likely to add to this situation. Mitigation measures at the strategic level include the provision of sustainable transport systems. Further local and project mitigation is also required.

- 7.9 A possible secondary effect regarding air quality in specific areas of the GCV area could arise from an increase in car usage, due to completion of strategic road development and/or completion of CGAs. This has the potential to intensify green house gas emissions within the GCV area and have an overall negative impact on climatic factors. However, mitigation is inherent in the sustainable settlement pattern advocated by the strategy will help to alleviate any potential increase in CO2 emissions.
- 7.10 Soil sealing from new development has the potential to inadvertently cause secondary effects by multiplying the incidences of localised flooding incidents. Mitigation measures will have to be identified in a detailed assessment for each development appraisal in order to minimise the potential impact. These assessments will be undertaken at the appropriate local level.

Recommendation 15:

- 7.11 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:

- 7.12 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.

Chapter 8

MONITORING AND MITIGATION

Introduction

- 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 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 GRIP inventory project has provided a context for the development of this first SDP. It sets a strategic baseline for future policy and project development to achieve, both, the Climate Change (Scotland) Bill target and sustainable economic growth. It also goes some way to identifying which partner agencies need to develop policy and projects in each emissions sector. This type of governance approach to the development and implementation of spatial strategies is in line with the Scottish Government's recent announcements on streamlining the planning system and involving agencies directly in plan development;
 - 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 the 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 MGSDP as pilot approach to sustainable drainage.

Chapter 9

Schedule 3 Compliance

9.1 This table shows that all elements of Schedule 3 of the Act have been tackled in this assessment of the MIR.

Table 5: Schedule 3 Compliance

Schedule 3 Components	Chapter and section of ER
“an outline of the contents, main objectives of the plan or the programme and of its relationship (if any) with other qualifying plans and programmes’ (Schedule 3(1))	An outline of the MIR is provided throughout the entire Report specifically Chapters 2, 4, 5, 6 and Appendix B
‘The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.’ (Schedule3 (2))	This is highlighted in Chapter 2 and Appendix A
‘The environmental characteristics of areas likely to be significantly affected’ (Schedule 3(3)) ‘any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC Schedule 3 (4)	These elements are tackled in Chapter 2 and Appendices A &B
‘the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation’ Schedule 3 (5)	This is tackled in Appendix B
‘The likely significant effects on the environment, including –(a) on issues such as (i) biodiversity; (ii) population; (iii) human health; (iv) fauna; (v) flora; (vi) soil; (vii) water; (viii) air; (ix) cultural heritage, including architectural and archaeological heritage; (xii) landscape; and (xiii) the interrelationship between the issues referred to in heads (i) to (xii); (b) short, medium and long term effects;	These elements are given consideration in Chapters 4, 5, 6 and 7

(c) permanent and temporary effects; (d) positive and negative effects; and (e) secondary, cumulative and synergistic effects'. (Schedule3 (6)).	
'the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme' (Schedule3 (7))	Mitigation measures are mentioned throughout the assessment Chapters 4, 5, 6 and 7 but with particularly emphasised in Chapter 8
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of expertise) encountered in compiling the required information (Schedule 3 (8))	Where preferences have been stated in the MIR these have been assessed and explained. Further information will be provided in a supplementary assessments as more alternatives area selected in the preparation of the Proposed Plan
A description of the measures envisaged concerning monitoring in accordance with section 19 (Schedule 3 (9))	Monitoring issues are discussed in Chapter 8. Further monitoring issues will emerge from the supplementary assessment of the Proposed Plan
A non technical summary of the information provided under paragraphs 1 to 9	Accompanies the Environment Report and will accompany any necessary supplementary assessments

Chapter 10

NEXT STAGES

10.1 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.

10.2 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.

Consultation Questions

10.3 We would like to ask consultees to provide responses on the proposals for the Main Issues Report and the potential environmental effects. In order to aid this discussion we have produced the following questions:

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

10.4 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) via the SEA Gateway on 12th November 2010, and opened for public consultation, along with the GCVSDPA MIR until 14th January 2011.

10.5 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

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
Lower Ground Floor
125 West Regent Street
Glasgow
G2 2SA



GLASGOW **and**
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