

Glasgow and the Clyde Valley Strategic Development Plan

Proposed Plan

Strategic Environmental Assessment

Supplementary Environmental Report

Non-technical Summary

Submitted by Renfrewshire Council on behalf of the local authorities of GCVSDPA

June 2011

SEA



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1 Introduction

- 1.1 Considerable work has already been undertaken within the Strategic Development Plan Main Issues Report Strategic Environmental Assessment process, including:
- scoping to explore the potential effects of the SDP, define the appropriate methodology and reach agreement on the proposed consultation timescales; and,
 - a full assessment of the Main Issues Report (MIR) including consideration of strategic alternatives, with a report published in November 2010¹.
- 1.2 Over the past 6 months, the drafting and revision of the Proposed Plan has progressed and the iterative nature of the SEA process has continually fed into the decision-making process. The reports referred to above remain important and are still available online for public reference when considering the findings set out here.
- 1.3 It is important that the public and stakeholder organizations are given the opportunity to comment on the findings of this additional assessment work. This supplementary report sets out the findings of an additional process of environmental assessment of the Proposed Plan.
- 1.4 The Consultation Authorities and the public are now invited to provide further comments on the findings from this part of the process. This report is being made available for an 8 week period within which comments can be submitted to the Glasgow and Clyde Valley Strategic Development Planning Authority.
- 1.5 Consultees are asked to avoid simply reiterating any views already expressed on the proposals outlined in the Main Issues Report. More exactly, this stage offers consultees the opportunity to express further views on the proposals contained within the Proposed Plan in light of environmental information provided in this report. The aim is to ensure decisions are made in light of the best available environmental information.
- 1.6 The Glasgow and 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).
- 1.7 The Proposed Plan is the second key stage in developing the SDP. It follows on from the publication in September 2010 of the Main Issues Report (MIR). The Proposed Plan sets out the Spatial Vision to 2035, its related spatial development strategy and the proposals needed to deliver them. This will determine the future geography of development in the city-region to 2035. A copy of the Proposed Plan is available to view at the website address below.

¹ These are available to view at www.gcvsdpa.gov.uk

Glasgow and the Clyde Valley area



2 Methodology

- 2.1 This Supplementary Environmental Report has been prepared in parallel with the Proposed Plan. It assesses high level and significant effects from a city-region wide perspective, looking at key environmental features and the potential impacts from proposals and policies contained within the GCV SDPA Proposed Plan.
- 2.2 In terms of consistency, this Supplementary Report uses the same combination of thematic analysis, constraints mapping and an objective-led assessment as the MIR Environmental Report. 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.

3 Assessment of Proposed Plan

3.1 The key changes from the MIR to the Proposed Plan are as follows:

- a new suite of Strategy Support Measures 1-15;
- two new Strategic Economic Investment Locations;
- the identification of Strategic Freight Transport hubs;
- the identification of fourteen Green Network Strategic Priorities;
- an updated Forestry and Woodland Strategy;
- the identification of Broad Areas of Search for Minerals;
- the publication of the GCV Housing Need and Demand Assessment;
- three new designated Strategic Centres;
- promoting 'Carbon – Energy Masterplanning'; and,
- recognition that new waste facilities are required.

3.2 There is a Natura 2000 site, Endrick Water, in the Strathleven location relating to migrating Atlantic salmon and this will need to be addressed in the proposed study, particularly with regard to the canal proposal. This study will require a Habitats Regulation Appraisal and Appropriate Assessment to understand and mitigate against potentially negative aspects of development proposals on the Natura 2000 site.

Recommendation:

3.3 In relation to the Strathleven Corridor, until specific proposals are considered it is sufficient to note the presence of the Natura 2000 site and the Regional Scenic Area and recognise that these designations are important material considerations for any further study and resulting development proposals. Further detailed assessment and appropriate mitigation will be required as proposals progress.

3.4 With the exception of the two new designations, there are no further changes in relation to the SEILs. These designations are not intensifying the, use it is more an issue of labelling and therefore the assessment focuses on issues relating to the principle of designating a network of strategic locations. The assessment of the effect of SEILs on transport, air, biodiversity, water and soil remain the same as the MIR assessment. Similarly the associated mitigation measures, noted in the MIR Environmental Report and required at local and project level remain relevant as do the recommendations. These are noted below.

Recommendation 1:

3.5 As details of proposals emerge, the Lomondgate Study will undertake further detailed environmental assessment in relation to the Natura 2000 site and the Regional Scenic Area.

Recommendation 2:

3.6 In relation to SEILs, the aspiration for sustainable transport is embedded within the Proposed Plan and this provides strategic level mitigation to link the SEILs network with sustainable transport. Further measures at local and project level will be required to mitigate the potential for increased GHG emissions resulting from increased traffic.

Recommendation 3:

3.7 In relation to SEILs, where flooding is identified as a potential risk, development sites should incorporate green infrastructure elements, such as Sustainable Urban Drainage Systems (SUDS), to mitigate against potential negative impacts of the development. SUDS features should seek to link in with the wider Green Network.

3.8 There are Natura sites related to migrating swans within the vicinity of Glasgow International Airport (GIA). The Environmental Report for NPF2 has already undertaken a strategic Appropriate Assessment (AA) of the potential impacts of strategic enhancements at Glasgow Airport. 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 has been subject to a Habitats Regulation Appraisal (HRA) and 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:

3.9 With regard to GIA and any development around the airport, 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:

3.10 With regard to GIA, 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.

3.11 A new element of the Proposed Plan is the identification of five Strategic Freight Transport Hubs. These are existing freight locations aimed at promoting a modal shift between road, rail and marine shipping at key locations and support the key economic sectors and the related SEILs. The potential reduction in GHG emissions is also a key driver in terms of promoting these sites.

Recommendation 6:

3.12 In relation to freight related development associated with Strategic Freight Hubs, mitigation should be fully identified at local or project level. This is likely to include green network design elements incorporating SUDS, water, soil and landscaping to create multi-functioning green infrastructure within the place-setting agenda.

3.13 The Forestry and Woodland Strategy could have a number of significant effects on the environment at a regional scale. Positive effects would include biodiversity including habitat networks and ecological adaptation; reinforcing the place-setting agenda; and priority planting on the urban fringe. This could improve the setting of both valued and degraded environments including the civic landscape, parks, gardens, stalled land, vacant and derelict land as well as along key access routes. It could also have significant effect on

the creation of Community Growth Areas and other new development and in rural developments providing diversification for farming.

Recommendation 7:

3.14 In relation to flood risk, the FWS indicates that care is required to ensure planting does not exacerbate existing problems. Large scale biomass planting could have some positive benefits as biomass woodfuel are generally regarded as carbon neutral and on strategic landscape issues.

Recommendation 8:

3.15 As planting proposals related to biomass woodfuel come forward, further assessment should consider landscape, air, transport issues.

3.16 In relation to housing, the private sector housing allocation has not altered since the preferred option in the MIR and there is no new allocation for the HNDA figures since these are subject to further Local Housing Strategy (LHS) calculations including government funding. The Supplementary Report does not reassess the housing element. Strategic level mitigation is contained within the Spatial Development Strategy (SDS). Its emphasis is on minimising the footprint of the built fabric of the city-region requiring that these needs and demands be met in the most sustainably accessible locations. By their nature, these locations are predominantly brownfield, rather than greenfield.

3.17 For development proposals that are not identified in the SDS, the Proposed Plan requires that the Sustainable Location Assessment, shown in Figure 3, is used as a filter to prevent unsuitable development.

Recommendation 9:

3.18 With regard to Intermediate Affordable Housing and in conjunction with the Sustainable Locations Assessment, local authorities should devise further mitigation for SEA objectives based on local circumstance.

3.19 The main environmental impacts of the strategic network of centres are likely to be around climatic factors, particularly transport emissions. As expected, all centres are on bus routes and most are served by rail access. The proposal to reinforce these centres is, on the face of it, likely to result in a positive effect in term of reducing transport emissions. Nevertheless, good access to public transport can skew assumptions for some town centres because the availability of parking can influence private car use. For that reason, the opportunity to reduce private transport related emissions is dependant upon the parking policies.

Recommendation 10:

3.20 Mitigation exists within the Proposed Plan 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.

3.21 Carbon master planning has the potential to have a significant effect on the design of development and this will impact on a wide range of SEA objectives including strategic

landscape issues, if these design principles are to be applied across the SDS model. This level of detail is more accurately predicted at the masterplanning stage within the context further environmental assessment.

Recommendation 11:

3.22 With regard to Carbon Masterplanning, further environmental assessment is necessary at the more detailed local stage in order to accurately capture its effects on SEA objectives.

3.23 Additional waste facilities are required within the GCV area within the timescale of the Proposed Plan. The Proposed Plan follows advice from Government to use existing sites or large vacant industrial sites until this issue can be addressed more fully through a joint working process.

Recommendation 12:

3.24 In relation to waste management, joint working should focus on increasing efficiency of our use of resources, taking account of information from emerging research. New studies and proposals will be subject to further assessment including SEA and EIA.

4 Cumulative, synergistic and secondary effects

4.1 Overall, there will be positive synergistic effects from the Proposed Plan and the following has been concluded:

- SEILs and Strategic Freight Transport Hubs and Urban Centres should reinforce transport corridors and public transport and support city centre;
- The focus on an increasing renewable energy production and the shift from fossil fuels should reduce GHG emissions;
- FWS should help develop native habitat networks and reinforce the landscape setting of the city-region;
- green networks should improve quality of life and health issues in relation to the GCV population, and from wide afield in terms of tourism, as well as improving habitat connections;
- the historical environment offers opportunity to reinforce the place setting agenda and focussed investment in existing urban centres should assist this process.

4.2 Notwithstanding the above, there is potential for some tension between land uses. There is some tension between the broad areas of search for wind energy and minerals. The broad areas of search in themselves are not indicative of development taking place on the ground. However, there is at least potential for wind farm applications on land where mineral resources are present. Should this situation arise, mitigation could include the excavation of the mineral resource prior to wind farm development. Clearly, this is a matter for site

specific proposals dealt with at the local level where environmental impacts can be more fully predicted and effective mitigation identified.

4.3 There is some potential tension between FWS and wind energy. As indicated above, the broad area of search for wind energy is not indicative of development on the ground. The same applies to the FWS, it is unlikely that the whole GCV area will have tree cover in 2035. However, it is helpful to be forewarned of potential tensions as it helps to more accurately predict negative effects and identify appropriate mitigation. Again, this is a matter for masterplanning or site specific proposals.

4.4 There is some potential tension with development and flood risk and in turn this effects on River Basin Management Planning. With regard to River Basin Management Planning and cumulative impact, impacts caused by directing development to certain locations will require further assessment to accurately record cumulative effects. Strategic mitigation is built in to the Proposed Plan through the use of SUDS with new developments. However, this should be monitored.

Recommendation 13:

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

Recommendation 14:

4.6 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.

Recommendation 15:

4.7 With regard to identifying gaps in cumulative impact, further detail on the cross boundary impacts of biomass woodfuel planting, River Basin Management Planning or wind energy is required. This would allow the LDPs and their accompanying SEAs to identify particular locations where there may be potential significant effects.

5 Monitoring and Mitigation

5.1 The primary method of monitoring will be through reviewing the performance of the Local Development Plans that follow the SDP. Therefore, the SDPA to should pull together and provide a succinct overview of all the monitoring reports prepared by each local authority. Regarding indicators at the strategic level, the SDP will:

- test the predictions made in the assessment and check the delivery and performance of mitigation measures;

- collect information for future assessment purposes (data gaps);
- monitor any environmental effects that have been identified as being significantly negatively.

5.2 SDPA will develop a small suite of regional indicators during the life of the SDP (using Diagram 4 from the Proposed Plan).

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

5.4 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.

5.5 With regard to identifying gaps in cumulative impact, further detail on the cross boundary impacts of biomass woodfuel planting, River Basin Management Planning or wind energy is required.

6 Next Stages

6.1 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.

6.2 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.

6.3 The Environmental Report was prepared by the GCVSDPA and was submitted to the Consultation Authorities (Scottish Natural Heritage, Historic Scotland and Scottish Environmental Protection Agency) via the SEA Gateway on 30th June 2011, and opened for public consultation, along with the GCVSDPA Proposed Plan until 26th August 2011.

6.4 All relevant documents can be found at www.gcvsdpa.gov.uk. 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 26th August 2011.

By email: proposedplan@gcvsdpa.gov.uk

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