

GLASGOW CITY PLAN 2

STRATEGIC ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL REPORT

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STRATEGIC ENVIRONMENTAL ASSESSMENT
NON-TECHNICAL SUMMARY

NON-TECHNICAL SUMMARY

Introduction

The purpose of this Environmental Report is to:

- provide information on the Strategic Environment Assessment (SEA) process relating to City Plan 2;
- identify, describe and evaluate the likely significant effects of the Plan; and
- provide the opportunity for the Consultation Authorities (Scottish Natural Heritage, Scottish Environmental Protection Agency and Historic Scotland) and general public to offer views on the Environmental Report.

SEA is required under the Environmental Assessment of Plans and Programmes (Scotland) Regulation 2004. These seek to:

- integrate environmental decision making into plan preparation and decision making;
- improve plans and enhance environmental protection; and
- increase public participation in environmental decision-making.

Development Plan Context

Glasgow's Development Plan comprises the Glasgow and the Clyde Valley Structure Plan and the Glasgow City Plan. City Plan 1, which provides a 20-year vision for development activity within the City, was adopted by the Council in August 2003 following extensive public consultation.

Other Relevant Strategies, Plans, Programmes and Environmental Objectives that Influence the Plan

City Plan 2 is informed by various international, national, regional and local policy documents. It takes account of relevant EU Directives, the National Planning Framework for Scotland, Scottish and National Planning Policies (SPPs/ NPPGs), Planning Advice Notes (PANs), the Glasgow and the Clyde Valley Joint Structure Plan, the community plan for Glasgow and other plans and strategies.

City Plan 2 is also informed by international, national, regional and local environmental objectives contained within, for example, EU Directives and regulations.

SEA Objectives

The Council has adopted a set of 20 SEA objectives, adapted from the Scottish Government Interim Advice Note 'Environmental Assessment of Development Plans' August 2003. The objectives meet the requirements of the EU Directive and the SEA (Scotland) Regulations 2004 and are also consistent with the environmental objectives adopted for the SEA of the Review of the Glasgow and the Clyde Valley Structure Plan.

Environment Audit

Schedule 3 of the SEA Act requires the Environmental Report to include 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". Section 7 of the Report describes the environmental context within which the Plan operates and the constraints and targets that this context imposes on the Plan.

NON-TECHNICAL SUMMARY

The City's overall environment continues to steadily improve, especially within the City Centre and along the River. However, there are a number of key environmental issues, which still impact on the City. The audit is split into the following topics:

- Landform, Landscape, Greenspace, Biodiversity, Flora and Fauna
- Soils and Minerals
- Water, Flooding and Sewerage
- Water Quality
- Vacant and Derelict Land
- Contaminated Land
- Population and Housing
- Built Heritage and the Historic Environment
- Climate
- Transport Infrastructure
- Waste Disposal and Recycling
- Air Quality
- Human Health

Assessing the City Plan

Aims

The aims of City Plan 2 were assessed against the SEA objectives to identify any potential significant impacts on the environment (Appendix E). Overall, the aims were found to either have a neutral or positive effect on the environment. For some of the aims, the likely impact was unknown or uncertain, as it would depend on, for example, the type of and/or the location of development being undertaken. A number of potential negative effects were identified in relation to landscape, greenspace, transport and the historic environment. An assessment has also been carried out on the compatibility of the aims (Appendix D). The compatibility test identified that the Plan's strategic aims were generally compatible with one another, however some conflicts were identified but the type and scale of the conflicts would not warrant the deletion of any of the Plan's aims. Where appropriate, it should be possible to mitigate against the most significant conflicts.

Policies

An assessment of the Plan's policies contained has been carried out in order to help identify any likely significant environmental impacts (Appendix F). Overall, the policies are likely to have either a positive or neutral effect on the environment. A small number of potential negative effects were identified mainly in relation to landscape, waste and pollution. There were some unknown effects particularly in relation to pollution, climate change and health. At present, there is little or no information available in relation to these environmental factors, therefore more research is required. It is recognised that mitigation measures, such as landscaping, replacement of greenspace and providing a strong development design framework will be required through masterplanning (See Section 8).

Proposals

An assessment of the Plan's proposals has been carried out in order to identify any likely significant environmental impacts and whether they are likely to be short, medium or long term; permanent or temporary and direct or indirect (see Appendix G). A SEA has not been carried out on the proposals which have still to be implemented from City Plan 1. The adoption of City Plan 1 pre-dates the requirement to prepare an SEA of development plans. Some of these proposals now have planning consent and have been the subject of an Environmental Impact Assessment and a commitment to develop. A SEA has also not been carried out on other proposals which have subsequently been granted planning permission or are the subject of an environmental impact assessment. Overall, the assessment identified that a number of the proposals will have a potential negative effect in relation to, for example, landscape, greenspace, water and the historic environment. Although potential negative effects were identified, a significant number of the proposals are likely to have either a positive or neutral effect on the environment. It is recognised that mitigation measures, such as landscaping, replacement of greenspace and providing a strong development design framework will be required through masterplanning (See Section 8).

Alternative Options

A number of alternative options for the Plan's suite of policies and proposals have been identified, and a preferred option selected (see Section 8).

Environmental Mitigation Measures

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to indicate the measures envisaged to prevent, reduce and offset any significant adverse effects on the environment through implementation of the Plan.

Certain mitigation measures are built into the Plan's policies, in so far as requiring developers to address various environmental issues. It will be up to the Council to ensure, as far as possible within the context of any individual development application, that these requirements are met, to minimise any environmental impacts arising from a development. The assessment of the Plan's specific proposals identified mitigation measures needed for individual development proposals. These are set out in Appendix G and summarised in paragraphs 8.79 – 8.135 and Table 11 (paragraph 10.3 of the SEA Report). The table has been incorporated into the Finalised Draft Plan as a SEA checklist.

Cumulative and Synergistic Effects

The SEA Act requires authorities to identify any potential cumulative and synergistic impacts likely to be caused as a result of the implementation of the Plan's policies and proposals. The Scottish Executive's SEA toolkit was used to aid the assessment of cumulative and synergistic effects and an analysis of Appendices F (Assessment of Policies) and G (Assessment of Proposals) was carried out to identify any potential cumulative effects.

The Plan's policies are unlikely to have any cumulative effects on the environment. The Plan's policies are framed having regard to the Scottish Executive's latest planning policy guidance and local circumstances and environmental considerations, where appropriate. They require developers to conserve, protect and enhance the environment in all aspects, including the implementation of sustainable design, the safeguarding of the historic environment and the protection of nature conservation.

The analysis identified that, individually, the Plan's proposals are unlikely to have a cumulative impact on the environment but there may be potential for a synergistic effect. For example, within the M8 East Corridor Key Regeneration Area, which includes the Community Growth Area proposal, as required by the Joint Structure Plan, the longer term impact of all developments that come forward may have the potential to produce a synergistic effect on parts of the water environment. However, it should be stressed that 1) the scale of development is unknown at this stage, and 2) a study would require to be undertaken as part of the masterplan for the area to establish what effects development would have on the hydrology around Easterhouse/Gartloch. The assessment of proposals has established a list of mitigation measures for all proposed Community Growth Areas (see paragraph 8.96) and it is proposed that these are complemented by broad mitigation measures which would generally apply to any development proposal, where environmental factors require to be considered to address the 20 environmental objectives highlighted in this Report (see Table 11).

Monitoring and Mitigation Measures

The SEA Act requires that the Council monitor the significant environmental effects of the implementation of every qualifying plan or programme for which it has carried out an environmental assessment and to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.

A regular monitoring and review process has already been introduced for City Plan 1 using and adapting existing reporting mechanisms. Annually, a number of reports are prepared for under the banner of City Plan Monitoring.

It is proposed that the baseline environmental information (Appendix C) will be monitored and updated on an on-going basis with a view to ensuring that the Council has an effective method of holding and reviewing relevant information.

The information would be used to carry out future SEAs for plans and programmes. It is also proposed to keep under review the implementation of the Plan's proposals, etc to ensure that, wherever possible and practicable, the impact on the environment is minimised.

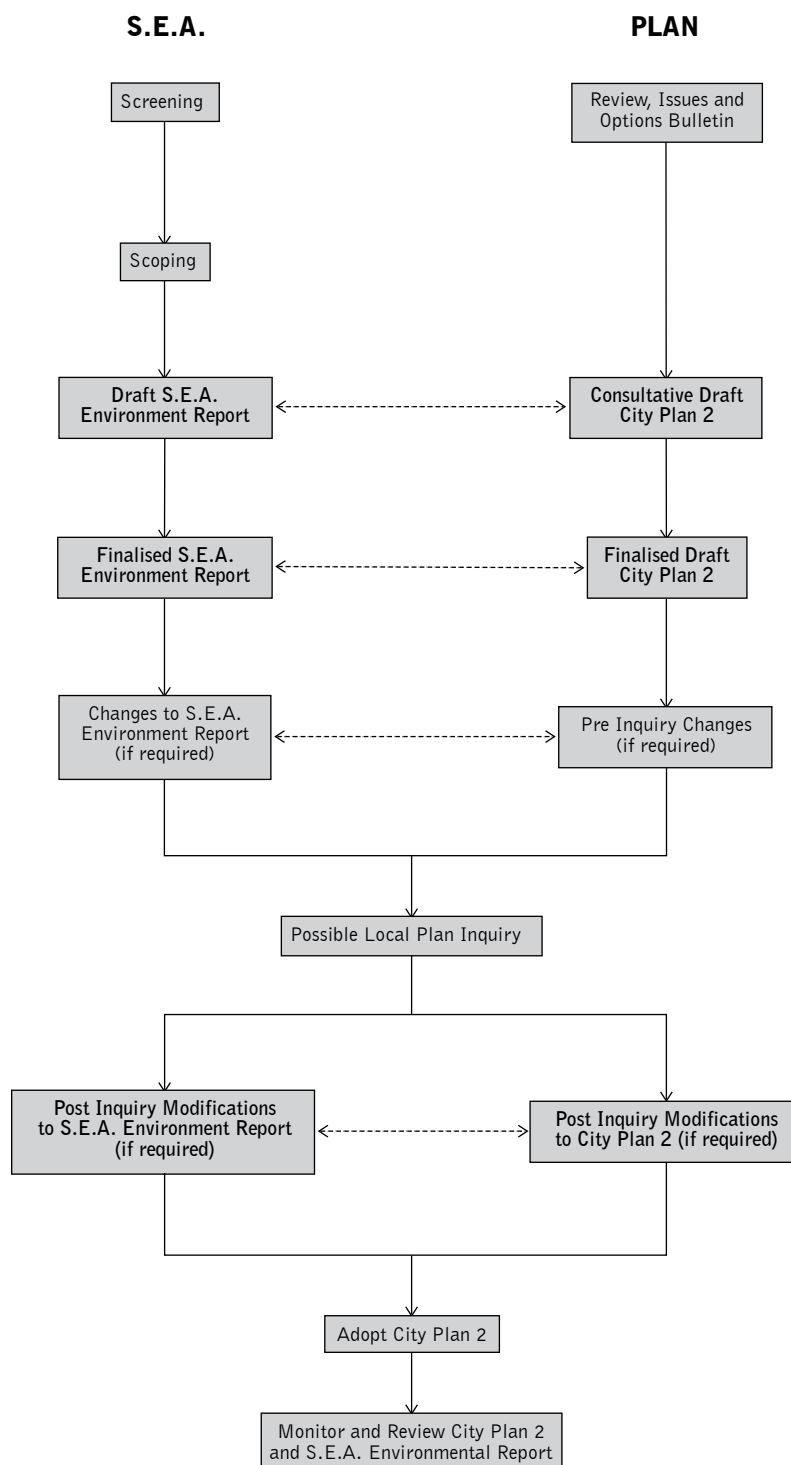
Conclusion of Report

The SEA process is now an integral part of the plan preparation process. While elements of the environmental assessment process were adopted during the preparation of City Plan 1, these were not necessarily formally recorded. The SEA of City Plan 2, and subsequent plans, aims to bring greater transparency to the plan preparation process.

The SEA of the Plan, while identifying some negative environmental impacts, should have the effect of generally improving environmental conditions throughout the City, particularly in those areas which will experience some form of development or renewal. This will address some of the environmental objectives which can be monitored over time. Wherever possible, mitigation measures should be introduced into development schemes which have the potential to impact negatively on the environment to minimise any adverse impact, the aim being to reduce the City's ecological footprint.

SEA AND CITY PLAN 2 PREPARATION PROCESS

The SEA process is most effective when it is integral to every stage in the cycle of the Plan's preparation, implementation, monitoring and review. The following flowchart outlines how the SEA and plan preparation processes integrate with one another. The consultation stages are outlined in bold.



STRATEGIC ENVIRONMENTAL ASSESSMENT
ENVIRONMENTAL REPORT

PART 1 - BACKGROUND

1. INTRODUCTION

- 1.1 This report constitutes the strategic environmental assessment of City Plan 2 and has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005 (see paragraph 2.1).

Requirement to Prepare Development Plans

- 1.2 Under the terms of the Town and Country Planning (Scotland) Act 1997, there is a statutory obligation to prepare development plans for all local authority areas.
- 1.3 Glasgow's Development Plan comprises the Glasgow and the Clyde Valley Joint Structure Plan and the Glasgow City Plan. The Structure Plan provides the strategic planning context for Glasgow and the surrounding area. The City Plan (local development plan) provides the City's development strategy, defines spatial priorities and sets out development proposals and supporting policies and design guidance. The Plan, therefore, is a key consideration in determining the location, scale and nature of physical change throughout the City.
- 1.4 Alterations to the Joint Structure Plan 2000 have been prepared. These take account of the National Planning Framework (2004) and set out a number of regional planning requirements, including the housing land supply to 2018 and other locational priorities for action (some of which relate to Glasgow).
- 1.5 Strategic Environmental Assessments (SEA) of both the National Planning Framework and the Joint Structure Plan Alteration have been carried out. This Report makes reference to these higher level SEAs (see paragraphs 8.3-8.18).
- 1.6 The Scottish Government is modernising the planning system in Scotland. The Planning etc (Scotland) Act was introduced in late 2006. Scottish Planning Policies (SPPs) and Planning Advice Notes (PANs) are also being updated. Under the terms of the new Planning Act, the Government requires local authorities to keep their development plans up to date (the target being a 5-year review cycle).
- 1.7 Glasgow City Plan 1 was adopted by the Council in August 2003, following extensive public consultation and a local plan inquiry. In order to ensure that the City Plan remains up to date and takes account of the latest planning policy guidance, the Council agreed to start preparing City Plan 2 in September 2004. As part of this process, the Council carried out this SEA of the Plan (see Section 2).

Public Consultation

- 1.8 Public consultation is a key element of the development plan process. There are various opportunities for the public to comment on the emerging plan and to endorse, or otherwise, the development strategy, supporting proposals and policies and strategic environmental assessment of the Plan. The statutory minimum requirement for consultation is set out in legislation. This will be exceeded in relation to the development of City Plan 2.
- 1.9 The Council's consultation standards for City Plan 2 were set out in a document entitled 'Getting Involved in Developing Your City - A Consultation Framework', published in January 2005.
- 1.10 The first consultation stage took place in January/February 2005, when the City Plan 2: Review, Issues and Options Bulletin; Consultation Framework; and SEA Screening report were published. Comments received at this stage were taken into consideration in the preparation of the Consultative Draft Plan and Draft SEA Report which were published in March/April 2006. Similarly, comments received in 2006, in relation to these first drafts, were considered in the preparation of the Finalised Draft Plan and SEA Environmental Report.
- 1.11 Consultation took place in 2007 on the Finalised Draft Plan. As a result of comments received, the Council proposed that changes be made to the Plan and these changes were considered having regard to any significant environmental effects.

1.12 The integration of the different stages of the Plan and SEA preparation are outlined in Table 1.

Table 1: Broad Timescale and Key Preparation Stages of City Plan and SEA

DATE	PLAN PREPARATION PROCESS	SEA PROCESS
Late 2004	City Council agrees to review the City Plan	SEA screening report prepared
January 2005	Publication of City Plan 2: Review, Issues and Options Bulletin and Consultation Framework document 'Getting Involved in Developing Your City' (6 week consultation period)	Publication of Screening Report (6 week consultation period)
March 2006	Publication of Consultative Draft Plan (the revised strategy) (6 week consultation period)	Publication of Draft Environmental Report (6 week consultation period)
Spring 2007	Publication of Finalised Draft Plan (the revised strategy and policies) (8 week consultation period)	Publication of Finalised Environmental Report (8 week consultation period)
Late 2007	Pre-Inquiry Changes to Plan (if required) (6 week consultation period)	Changes to Environmental Report (if required) (6 week consultation period)
Late 2008	Start of Local Plan Inquiry to consider objections to the Draft Plan	
Early 2009	Post Inquiry Modifications to Plan (6 week consultation period)	Post Inquiry Modifications to Environmental Report (if required) (6 week consultation period)
Late 2009	Adoption of Plan	Prepare statement indicating how the SEA process influenced City Plan 2
Post Adoption of the Plan	Monitor, Review and Implement Plan proposals and policies	Monitor Environmental Report and mitigation measures that have been identified and review the environmental baseline information, filling knowledge gaps, where appropriate

2. THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) PROCESS

Purpose of Strategic Environmental Assessment

2.1 SEA is a systematic method for considering the potential significant environmental effects of certain plans, programmes and strategies. It is required under the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004.

2.2 SEA aims to:

- Integrate environmental considerations into plan preparation and decision making;
- Improve plans and enhance environmental protection; and
- Increase public participation in environmental decision-making.

2.3 The SEA process now forms an integral part of the development plan preparation process. The recording and assessment of environmental information will help to ensure that the plan making process is more transparent. Any potential significant adverse effects that the Plan's strategic aims, proposals and policies may have on the environment should be identified through this process, prior to Plan adoption/implementation.

2.4 This Report:

- Provides information on the SEA process relating to City Plan 2;
- Identifies, describes and evaluates any likely significant effects that the Plan's strategic aims, policies and proposals may have on the environment; and
- Highlights the requirement for mitigation measures to reduce environmental impact in certain areas.

Where appropriate, detailed environmental mitigation measures should be addressed through the preparation of local development strategies, masterplans, design frameworks, etc for specific parts of the City, and through the development application process (e.g. environmental impact assessments) (see Section 10).

Key Stages of the SEA Process

2.5 The main components of the SEA process are shown in Table 2.

Table 2: SEA Stages

Screening	Determine whether a Plan is likely to have any significant environmental effects and whether a SEA is required
Scoping	Determine, in consultation with the Consultation Authorities (Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Scotland (HS)), the scope and level of detail to be provided in the Environmental Report
Environmental Report	Prepare, publish and consult on the Environmental Report which accompanies the Draft Plan, noting any significant environmental effects (positive or negative) that the proposed Plan's strategic aims, policies and proposals are likely to have on the City's environment, including any relevant mitigation measures that may be required to minimise any impacts. Modify Plan and Environmental Report, if necessary, following comments received
Plan Adoption	Provide a brief account on how the SEA assessment has influenced the Plan, as adopted by the Council. Describe how consultation comments were taken into account and methods for monitoring any significant environmental effects of the implementation of the Plan
Plan Monitoring	Monitor any significant environmental effects and take appropriate remedial action, where appropriate

2.6 Table 3 lists the SEA activities which the Council has undertaken to date.

Table 3: SEA Activities

SEA Activity	Implementation Date	Notes
Screening Report	2004	Completed and submitted to the Consultation Authorities. Consultation Authorities agree that City Plan 2 requires a SEA Environmental Report
Consultation timescales	2004	Agreed and set out in consultation framework - 'Getting Involved in Developing Your City', (see paragraph 1.9)
Scoping Report	2005	Completed and submitted to Consultation Authorities. Comments and suggestions from Consultation Authorities incorporated, where appropriate
Relationship with other plans, programmes and environmental objectives	2005	Completed and submitted as part of Scoping Report. Updated list is included in Appendix A to this Report
The implications of not preparing City Plan 2	2005	Completed and included in this report (see Section 6)
Methodology and approach to environmental assessment	2005	Completed at the scoping stage and highlighted in this Report (paragraphs 2.7 - 2.13)
Determine the SEA objectives for City Plan 2. These were used to assess the likely impacts of the Plan's aims, policies and proposals	2005/06	Completed - the Objectives are in line with Structure Plan SEA objectives and those suggested by Scottish Executive SEA Guidance for Development Plans. A further objective has been included since the draft Report was produced in 2006 in relation to human health (see paragraph 4.3)
Environmental baseline information	2005/06	Environmental information established (see Section 7 and Appendix C)
Compatibility test of strategic aims	2005/06	Completed - updated for this report (see Section 8)
Assessment of City Plan 2's strategic aims, policies and proposals	2006	See Section 8
Identification and assessment of Alternative Options	2006	See Section 8
Identification of Cumulative and Synergistic Impacts	2006	See Section 9

Identification of mitigation measures	2006	See Section 10
Monitoring methodology	2006	Monitoring and review process for City Plan 1 established. The process will be adapted for City Plan 2 to take account of SEA monitoring and review (see Section 11)

Methodology and Approach to the SEA of City Plan 2

- 2.7 The methodology used to undertake the SEA of City Plan 2 follows the guidelines set out in Schedule 3 of the Environmental Assessment (Scotland) Act 2005. The approach also reflects the good practice that has emerged since the introduction of the SEA process, and takes into account:
- Planning Circular 2/2004 'Strategic Environmental Assessment for Development Planning';
 - the Scottish Executive's Interim Planning Advice - Environmental Assessment of Development Plans (David Tyldesley and Associates 2003);
 - the Office of the Deputy Prime Minister's 'A Practical Guide to the Strategic Environmental Assessment Directive' (2005); and
 - the SEA reports produced to accompany the National Planning Framework and Glasgow and the Clyde Valley Joint Structure Plan.
- 2.8 City Plan 2 addresses a range of new and emerging issues relating to climate change and environment issues covered by the most up to date government guidance. These include issues such as sustainable design, biodiversity, energy efficiency, air quality and health. The Plan also seeks to promote the protection and enhancement of the City's historic and natural environments, land use and transport integration, increased accessibility, improved traffic management, etc. The majority of the Plan's policies, therefore, contain guidance aimed at addressing environmental concerns.
- 2.9 Section 8 of this Report deals with the environmental assessment of the Plan's strategic aims, policies and proposals (the details of which are recorded in a series of matrices, adapted from templates supplied by the Scottish Executive). The assessments highlight potential positive and negative impacts likely to emerge from the implementation of the Plan's policies and proposals.
- 2.10 The aims, policies and proposals have been screened. Initially, it was considered that the assessment should only be carried out on those which would clearly have a significant environmental impact or were of a scale of development covered by Schedule 9 of the Joint Structure Plan (see Table 4). However, to ensure that all potential impacts are identified, a precautionary approach has been adopted in this SEA.
- 2.11 To this end, an assessment has been undertaken of the Plan's:
- strategic aims (a compatibility test was carried out to ensure there are no major conflicts between the aims);
 - policies and key development proposals; and
 - cumulative and synergistic impacts (to determine any impacts which might result through implementation of the proposals).
- 2.12 The database of environmental information (much of which is mapped using GIS - see Section 7) has been used to assist the assessment exercise.
- 2.13 The Plan highlights development proposals being promoted or supported by the public sector. During the lifetime of the Plan (2009-2014), other development proposals will come forward for consideration. The Plan's policies and development guides will be used to assess all development proposals and, where appropriate, environmental impact assessments (EIA's) will be required to address developments that may have a significant environmental impact.

Table 4: Scales of Development Likely to be Significant

Glasgow and the Clyde Valley Joint Structure Plan Schedule 9 (Scales of Development Likely to be Significant)	
Greenfield Housing Developments:	10 or more units outwith the Community Growth Areas identified in Strategic Policy 1(c) and the additional housing requirements identified in Schedule 6(b)(ii)
Retail Developments:	Over 2000sqm (Comparison Goods) or over 1000sqm (Convenience Goods)
Speculative Offices Development:	Not associated with a Strategic Business Centre (Schedule 5(a)) over 2000sqm OR Business Development (Class 4) outwith existing sites zoned for Business Development over 2000sqm
Mineral Extraction Proposals:	Over 2 hectares or 50,000 tonnes in locations outwith any search areas identified in Schedule 8
Waste Management Developments:	Over 10 hectares
General Industry (Class 5) and Storage or Distribution (Class 6) Developments:	Over 5 hectares outwith existing sites zoned for industry, business and distribution
Wind Turbines:	Over 20MW output capacity
Other Developments generating trip numbers above the following levels:	500 vehicles per day

Environmental Impact Assessment

- 2.14 Environmental Impact Assessment (EIA) is a process which identifies the environmental effects of development proposals and aims to prevent, reduce or offset any adverse impacts. It is a statutory requirement in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999 (Schedules 1 and 2). The EIA process differs from the SEA process in that it is usually undertaken at the project/development application stage of a proposal. It is always required for a Schedule 1 project which, by virtue of its nature or scale, is always likely to have significant environmental effects. EIA is only required for Schedule 2 projects if it is judged to have significant environmental effects. Information on EIA can be found at the following link: <http://www.scotland.gov.uk/Publications/1999/10/pan58-root/pan58>
- 2.15 Certain proposals that have been assessed as part of the City Plan SEA may require to be subject to an EIA at the project/development application stage in the planning process. It is likely that development proposals not contained within the Plan's Development Strategy will come forward within the Plan's lifetime. Developers will be required to determine, in line with the Environmental Impact Assessment (Scotland) Regulations 1999, whether these proposals require to be accompanied by an EIA (see development guide DG/ENV 1).

3. THE HABITATS DIRECTIVE

- 3.1 The European Court of Justice has ruled that development plans should be subject to assessment, in the same way as projects require assessment, under the requirements of Article 6 (3) and (4) of the Habitats Directive 1992. The judgement requires that prior to a plan being approved, or adopted, planning authorities must consider whether:
- (a) the plan is likely to have a significant effect on a European site or sites (either a designated Special Area of Conservation (SAC) or a classified Special Protection Area (SPA)); and, where this is the case,
 - (b) an appropriate assessment has been carried out of the likely effects.

- 3.2 The Scottish Ministers have extended the requirement for assessment to include Ramsar sites (wetlands of international importance) and potential Special Protection Areas (SPA), before they are fully classified.
- 3.3 There are currently no SACs, SPAs or Ramsar Sites within the City of Glasgow administrative area, therefore, in terms of Article 6 (3) and (4) of the Habitats Directive 1992, an assessment is not required. However, the Inner Clyde SPA (an internationally designated site) is located just outside the City boundary. It is unlikely that there will be any negative impacts on this site as a result of any development actions within Glasgow. If any future actions, which may have potential negative impacts on this site, arise in the near future, then these will be screened to determine whether an appropriate assessment is required.
- 3.4 Glasgow contains a number of national and local sites of importance for nature conservation, i.e. Sites of Special Scientific Importance (SSSIs), Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs). City Plan 2 policy ENV 7: Regional and Local Environmental Designations seeks to protect and enhance these sites. There is a presumption against development on the protected sites (see Section 7 - Landform, Landscape, Greenspace, Biodiversity, Flora and Fauna).

4. STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OBJECTIVES

- 4.1 The SEA Act sets out the factors to be taken into consideration when assessing the potential effects of plans and programmes on the environment. These are:

Landscape;	Biodiversity;	Flora;
Fauna;	Soil;	Water;
Air;	Climatic Factors;	Material Assets;
Population;	Human Health;	Cultural Heritage (including architectural and archaeological heritage)

- 4.2 The SEA objectives that have been used to assess the potential environmental impact of the Plan's aims and supporting proposals and policies reflect these environmental factors.
- 4.3 The Council has adopted a set of SEA objectives (adapted from the Executive's Interim Advice Note 'Environmental Assessment of Development Plans' August 2003). Additional objectives in relation to transport, travel, climate change and human health have been added to the Council's list of objectives. The 20 SEA objectives, and associated assessment criteria, meet the requirements of the EU Directive and the SEA Act. They are also consistent with the environmental objectives adopted for the SEA of the Joint Structure Plan.
- 4.4 The Environmental Audit of the state of the City's environment (Section 7) provides background information and proposed actions to address each of the 20 environmental objectives. The objectives are listed below in Table 5.

Table 5: SEA Objectives

1.	Protect landform, natural processes and systems
2.	Protect and increase the use of soils in a sustainable way
3.	Protect and enhance the water environment, including river systems
4.	Protect, enhance and, where necessary, restore (specified) species and habitats
5.	Protect, enhance and, where necessary, restore landscape character, local distinctiveness and scenic value
6.	Protect, enhance and create green spaces important for recreation and biodiversity
7.	Regenerate derelict, contaminated or otherwise degraded environments
8.	Respect and enhance the quality of urban form, settlement pattern and identity
9.	Protect, enhance and, where necessary, restore building character and townscape
10.	Protect, enhance and, where appropriate, restore the historic environment
11.	Improve design quality in new development
12.	Reduce energy consumption
13.	Facilitate renewable energy
14.	Reduce the need to travel and journey length
15.	Encourage a greater proportion of journeys to be taken by walking, cycling and use of public transport
16.	Reduce waste
17.	Protect the environment from pollution
18.	Promote environmental capacity and the precautionary principle
19.	Reduce the impacts of climate change
20.	Create the conditions to improve human health

5. GLASGOW CITY PLAN 2

Purpose of Local Development Plans

5.1 The purpose of local development plans is set out in Scottish Planning Policy (SPP) 1. This states:

"A local development plan sets out detailed policies and specific proposals for the development and use of land that should guide day-to-day planning decisions. They must identify effective opportunities for development and encourage investment in an area. The aim is to exert a positive influence over land use decisions. Local development plans should contain policies relating to:

- *the allocation of land for different development types, e.g. housing, business and industry, retailing, transport, leisure and recreation and mineral extraction;*
- *the conservation of the built, natural and cultural heritage;*
- *the improvement of the physical environment;*
- *integrated transport issues; and*
- *urban and rural regeneration."*

5.2 City Plan 2 moves the development agenda of City Plan 1 forward by focusing planning activity on regeneration within those parts of Glasgow most in need of comprehensive renewal and enhancement (the Key Regeneration Areas). Ultimately, the Plan seeks to improve Glasgow's social, economic and environmental conditions and enhance the quality of life of its residents.

Plan Structure and Content

5.3 City Plan 2 provides the broad direction for the physical development of the City over the next 20 years. The Plan conforms to the National Planning Framework (2004) and the Joint Structure Plan (see paragraphs 5.16 and 5.21). The Plan itself is in four parts:

Part 1 - Development Strategy Overview

- 5.4 Part 1 sets out the broad Vision for the development of the City, and the guiding principles and strategic policies which underpin the promotion and delivery of new development.

The Vision is:

“That the design, location, scale and nature of new development in Glasgow will help to create a City of successful, sustainable places and will result in an improved quality of life for those living, investing, working in, and visiting, the City”.

- 5.5 The Vision is underpinned by three guiding principles. These relate closely to the Council’s Key Objectives, and are to:
- Promote Social Renewal and Equality of Opportunity;
 - Deliver Sustainable Development; and
 - Improve the Health of the City and its Residents.
- 5.6 These principles are embedded in the City’s Community Plan (Our Vision for Glasgow)(see paragraph 5.22).

Part 2 - Development Strategy Priorities and Proposals

- 5.7 Part 2 sets out in detail the main issues facing the City and the aims and actions which will provide the focus for development over the Plan period. The Plan’s strategic aims are listed in Appendix B.
- 5.8 The Plan sets out a broad development agenda for four city-wide themes (People, Jobs, Environment and Infrastructure) and for the City’s Key Regeneration Areas (the City’s spatial priorities). The Key Regeneration Areas reflect priorities identified in the National Planning Framework and Joint Structure Plan. They are areas where co-ordinated regeneration activity will realise a range of development opportunities of city-wide significance.

Metropolitan Growth Corridor:

City Centre
Clyde Waterfront
Clyde Gateway

Strategic Growth Corridors:

M8 East Corridor
M80 Corridor
Glasgow North

- 5.9 The Plan also deals with the other parts of the City (i.e. those areas which lie outwith the Key Regeneration Areas). The Plan’s supporting development policies and design guidance will be used in these areas to ensure new development is of a high quality and enhances local environments (see also paragraphs 5.11/5.12 below).

Part 3 - Development and Design Policies

- 5.10 Part 3 contains the development policies and design guidance to be used by developers and the Council for preparing, and assessing, development schemes. The policies directly support the delivery of the Development Strategy. All policies have been reviewed for City Plan 2, with new ones added, where appropriate.

Part 4 - Development Guides

- 5.11 These provide further guidance in support of some of the Plan’s policies

Supplementary Development Guidance

- 5.12 The Plan recognises that a range of planning tools is required to direct and guide development within the City. City Plan 1 set out an agenda to prepare local development strategies, masterplans and design frameworks, etc for particular parts of the City, where more detailed guidance was required at a local area or site level. Many of these studies have been undertaken since the adoption of City Plan 1 and others are in preparation or proposed (see City Plan 2 Development Planning Framework Map). Once approved by the Council, following public consultation, these documents will form supplementary guidance to the Plan and will be a material consideration when considering development applications.
- 5.13 The Council recognises that there may be a need to prepare further development guides. These will be prepared at the appropriate time and will be subject to consultation in line with Scottish Executive guidance.

Relationship with other Plans and Programmes

- 5.14 Local plan preparation is set within the context of international, national, regional and local frameworks. These include EU Directives, planning legislation, the National Planning Framework for Scotland, Scottish and National Planning Policy (SPPs/NPPGs), Planning Advice Notes (PANs), the Glasgow and the Clyde Valley Joint Structure Plan and the Community Plans for Glasgow and the Metropolitan Area.
- 5.15 The Plan also has to take account of other strategies, plans and programmes produced by the Council and other partner agencies.

National Level

National Planning Framework

- 5.16 The National Planning Framework (NPF) provides a guide to the spatial development of Scotland. It highlights key issues and drivers of change and identifies national development priorities and opportunities. National priorities for Glasgow include:
- the regeneration of the River Clyde Corridor (including Clyde Waterfront and Clyde Gateway); and
 - the M74 Completion.

Scottish Planning Policies

- 5.17 Development plans have to take cognisance of planning policy guidance from the Scottish Government. The Government is revising and updating the Scottish Planning Policies (SPPs) and Planning Advice Notes (PANs) and City Plan 2 takes cognisance of the new guidance, where appropriate (see Appendix A).

Regional Level

Glasgow and the Clyde Valley Joint Structure Plan

- 5.18 The aims of the Glasgow and the Clyde Valley Joint Structure Plan, which sets a development vision for a 20-year period, are:
- to increase economic competitiveness;
 - to promote greater social inclusion and integration;
 - to sustain and enhance the natural and built environment; and
 - to integrate land uses and transportation.
- 5.19 The Joint Structure Plan provides the wider strategic planning context for the City. The Joint Structure Plan provides a Metropolitan Development Strategy which includes a Central Corridor of Growth. This is focused on the Clyde Corridor.

5.20 The Structure Plan also identifies:

- Core Economic Development Areas (such as Govan and North Clyde)
- Key Infrastructure (such as the M74 Completion and Glasgow Airport Airlink)
- Green Network (including the various elements which go to make up the Network)
- Housing Land Supply requirements (including the Community Growth Areas where major urban expansion is proposed).

5.21 A SEA of the Joint Structure Plan has been prepared (see paragraphs 8.7 - 8.18). The City Plan has to conform to the requirements of the Joint Structure Plan.

Local Level

Glasgow Community Plan

5.22 The Community Plan (Our Vision for Glasgow 2005 - 2015) provides the overarching framework for improving the quality of life of Glasgow's residents. It aims to improve the social, economic and environmental well being of the City through processes which are inclusive to all residents and businesses. The key aims include the delivery of improvements to the quality of health, education, safety, economy and vibrancy of the City. The City Plan is one of the key delivery mechanisms for helping to achieve these aims.

Local Action Plans, Strategies and Other Guiding Documents

5.23 The Council and its development partners are responsible for the preparation of a number of different and often inter-related local strategies and action plans, for example, Local Housing Plan, Local Transport Plan, Local Biodiversity Action Plan, Local Waste Plan, Economic Strategy, etc.

5.24 These documents have also, where appropriate, been taken into account in the preparation of the Finalised Draft Plan of City Plan 2 (see Appendix A).

Relationship with Environmental Protection Objectives

5.26 A number of environmental objectives have been set by the EU and within the UK with a view to meeting a range of sustainability targets. There is an onus on the Council to meet these targets (e.g. waste disposal and recycling, air quality) and some can be achieved, or influenced, through the development planning process. Many of the Plan's policies address issues which will positively influence these factors.

6. THE IMPLICATIONS OF NOT PREPARING CITY PLAN 2

- 6.1 Schedule 3 of the SEA Act requires the Environmental Report to consider alternatives to the evolution of Glasgow's environment in the absence of the City Plan. City Plan 1 was adopted in 2003 and, therefore, the only realistic alternative is to consider the evolution of Glasgow's environment if City Plan 2 had not been adopted.
- 6.2 Failure to prepare City Plan 2 would likely have a range of impacts, including:
- Potentially less account taken of guidance from new or updated EU legislation or Scottish Government planning policy statements or the policy requirements of the Glasgow and Clyde Valley Structure Plan. This would have implications in environmental decision-making including planning appeals.
 - The agenda for partnership working, city-wide, would be less clear in respect of physical development activity likely to have environmental impacts. Similarly, there would be less public engagement on such issues.
 - Reporters would give less 'weight' to an ageing City Plan, in appeal decisions.
 - A weaker policy framework in respect of maintaining and enhancing the built and natural environments.
 - Fewer opportunities for further land use and transportation integration leading to less sustainable travel choices.
 - A reduction in the pace of urban renewal and the risk of a greater focus on less sustainable development options.
 - A lack of focus on enhancing design quality in new development.
 - Less focus on the need to protect areas from inappropriate development, including less awareness of environmentally designated sites or sensitive sites.
 - Developer and investor confidence would suffer as a result of a lack of direction for development and planning investment and strong public sector leadership.
 - Less opportunity to address climate change and promote sustainable development, including sustainable drainage systems, energy efficiency, air quality, etc. Moreover, developers may be more likely to delay having to meet any further environmental requirements to address these important issues.
- 6.3 The issues highlighted in paragraph 6.2, combined with the statutory requirements of the Town and Country Planning (Scotland) Act 1997 (Section 25) and Planning etc (Scotland) Act 2006, clearly indicate that failure to review and update the City Plan was not a reasonable option.

PART 2 – ENVIRONMENTAL AUDIT

7. STATE OF THE CITY'S ENVIRONMENT

- 7.1 Schedule 3 of the SEA Act requires the Environmental Report to include a description of the current state of the environment. This section provides a broad outline of the state of the City's environment, based on available information which has been gathered for the SEA.
- 7.2 In broad terms, the quality of Glasgow's environment is improving, especially within the City Centre and along the River Clyde Corridor where recent significant investment has been made.
- 7.3 Regeneration is being rolled out in many parts of Glasgow (e.g. Garthamlock and Oatlands New Neighbourhoods) and is actively at the planning stage in others. Local development strategies and masterplans are being prepared for these areas to guide the regeneration process.
- 7.4 However, a number of key environmental issues continue to impact on the City. These include declining air quality in some areas, concentrations of contaminated land and large amounts of vacant and derelict land. Other problems relate to the distribution and quality of green/open space, traffic congestion, waste disposal and recycling and water quality.
- 7.5 The Council aims, through the Plan and related development frameworks, to address these issues and improve the City's environmental quality.
- 7.6 More specifically, the remaining part of this section of the Report considers the audit information in relation to the 20 SEA Objectives (listed in Table 5). To this end, it highlights action being taken or proposed to address various issues under the headings of:
- Landform, Landscape, Greenspace, Biodiversity, Flora and Fauna;
 - Soils and Minerals;
 - Water, Flooding and Sewerage;
 - Water Quality;
 - Vacant and Derelict Land;
 - Contaminated Land;
 - Population and Housing;
 - Built Heritage and the Historic Environment;
 - Climate;
 - Transport Infrastructure;
 - Waste Disposal and Recycling;
 - Air Quality; and
 - Human Health.
- (These are based on the SEA considerations listed in paragraph 4.1).
- 7.7 Appendix C contains further information on the type of indicators that are likely to be used to monitor environmental information.

ENVIRONMENTAL AUDITS

Landform, Landscape, Greenspace, Biodiversity, Flora and Fauna

- Objective 1: Protect landform, natural processes and systems*
- Objective 4: Protect, enhance and, where necessary, restore (specified) species and habitats*
- Objective 5: Protect, enhance and, where necessary, restore landscape character, local distinctiveness and scenic value*
- Objective 6: Protect, enhance and create green spaces important for recreation and biodiversity*

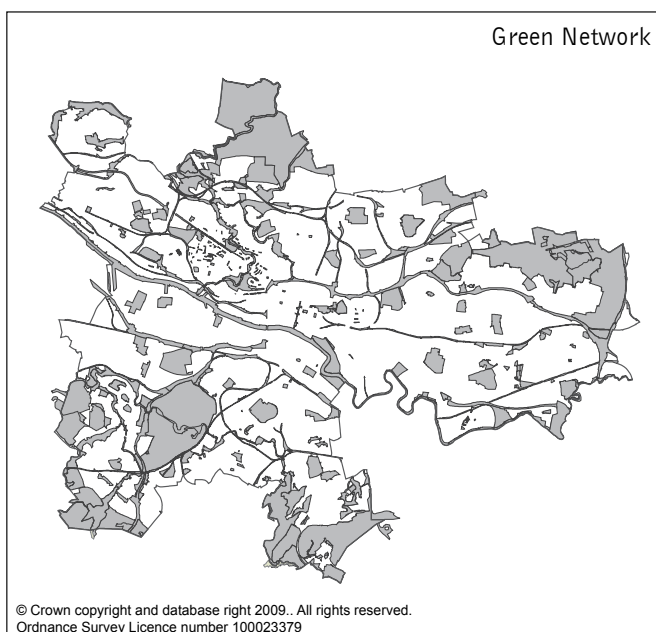
Background

- 7.8 The Clyde Valley is bounded to the north by the Campsie and Kilpatrick Hills and by a series of lesser hills to the south. The City is bisected by the River Clyde and is built on the river terrace and surrounding drumlins. The River Kelvin flows through the West End of the City (joining the Clyde at Yorkhill) and the White Cart Water flows through the South Side of the City (joining the Clyde at Renfrew). These landscape features have influenced the settlement pattern of the City.
- 7.9 Glasgow has an extensive green network of sites (around 20% of the City). This includes green belt, motorway and rail corridors, rivers and streams, lochs, ponds, parks, and various formal and informal recreation areas (including sports pitches and allotments).
- 7.10 This Network supports extensive flora and fauna. City Plan 1 afforded protection to a large number of sites, due to their quality or special nature/functions, including Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs) and Sites of Special Landscape Importance. City Plan 2 continues to protect these sites through its Environmental Policy Designations Maps and associated policies (e.g. policy ENV 7: National, Regional and Local Environmental Designations).
- 7.11 The City currently contains:
- 5 sites of special scientific interest (SSSI);
 - 11 corridors of wildlife and/or landscape importance;
 - 7 local nature reserves (LNR);
 - 46 citywide sites of importance for nature conservation (C-SINC);
 - 49 local sites of importance for nature conservation (L-SINC);
 - various areas of ancient, long established or semi-natural woodland and numerous tree preservation orders;
 - 5 historic gardens and designed landscapes; and
 - 26 allotment areas.
- 7.12 The Council has approved a number of action plans, identified through the Local Biodiversity Action Plan (LBAP), aimed at protecting and enhancing the City's habitats and species. There is a need to review the City's designated environmental sites and to make revisions following survey, where appropriate, and also to review habitats and species. Table 6 highlights the various habitats and species evident in the City, at this time.

Table 6: Habitats and Species Action Plans

HABITATS

Broadleaved and Mixed Woodland
 Wet Woodland
 Neutral Grassland
 Dwarf Shrub Heath
 Fens
 Marsh
 Swamp
 Reedbeds
 Raised bog
 Standing Open Water
 Rivers and Streams
 Boundary features
 Built up areas and gardens



SPECIES

Plants

Bog-rosemary
Purple ramping-fumitory
Sheep's-bit
Toothwort
Tufted loosestrife
Wood crane's-bill
Burnet-saxifrage
Bog-mosses

Insects

Dragonflies and Damselflies
Small pearl-bordered fritillary

Fish

Atlantic salmon

Amphibians

Common toad
Common frog
Palmate newt

Birds

Swift
Skylark
Reed bunting
Jack snipe
Tree Sparrow

Mammals

Water Vole
Otter
Badger

For further details, see Habitat and Species Action Plans and Audit of Species
<http://www.glasgow.gov.uk/en/Residents/Parks/Outdoors/Ecology>

Actions

- 7.13 City Plan 2 promotes improvements to the green network and associated flora and fauna. These include new or proposed local nature reserves (LNRs) at Dawsholm Park, Waulkmill Glen/Darnley Mill, Frankfield Loch and extensions to the Cardowan Moss and Bishop Loch LNRs.
- 7.14 Under the provisions of Scottish Planning Policy (SPP) 11: Physical Activity and Sport and Planning Advice Note (PAN) 65: Planning and Open Space, the Council is carrying out an audit of the City's green spaces. This will establish a detailed inventory of greenspaces and help to identify gaps in the network (policies DEV 2: Residential and Supporting Uses; DEV 11: Green Space; and ENV 1: Open Space Protection are aimed at protecting and enhancing greenspace).
- 7.15 In areas subject to redevelopment, however, it may be appropriate to change the land use pattern in order to create more sustainable development layouts. This could include the development of buildings in poorly located or underused greenspace, providing new greenspace provision is made elsewhere. The distribution of, and access to, greenspace is also important. In some areas, brownfield sites have either been left to nature or have been grassed or planted to improve the general amenity of the area. Where the development of such sites is being considered, this has to be balanced against the greenspace function that it may now serve.
- 7.16 Greater use will be made of green spaces within the context of development for sustainable drainage schemes. The Plan contains policy guidance on sustainable drainage requirements for new developments (see policy ENV 4: Sustainable Drainage Systems).
- 7.17 The Council will also promote, where appropriate, the development of further allotment gardens, particularly where such use is identified and supported by local communities (see policy ENV 9: Allotments).
- 7.18 See BIODIVERSITY AND GREENSPACE section of the Plan's Development Strategy (paragraphs 5.30-5.58) for further information on the green network.

Soils and Minerals

Objective 2: Protect and increase the use of soils in a sustainable way

Background

- 7.19 The Lower Clyde Valley and estuary is underlain by sedimentary and igneous/volcanic rocks of mainly Carboniferous age (about 300-400 million years old). The sedimentary rocks contain widespread deposits of coal and ironstone that have been extensively mined and quarried. The igneous rocks have also been quarried, mainly for aggregates used in road building.
- 7.20 The area also contains significant sand, gravel, clay, silt and peat laid down as a result of glacial activity. These minerals have also been extensively mined.
- 7.21 The legacies of the minerals industry and old industrial workings affect many areas in Glasgow. This includes shallow stoop-and-room mineworkings that are rapidly decaying, leading to subsidence, contaminated land (particularly in infilled quarries), and polluted groundwater. Old mine workings have been capped. (Source: British Geological Survey Natural Environment Council - www.bgs.ac.uk)
- 7.22 The City is surrounded by areas within the Green Belt, including farmland, much of which is no longer in use for agriculture. The agricultural classification of the soils in these areas is not particularly high and, therefore, they are not of significant value for agricultural use.

Actions

- 7.23 The Council will continue to work with other agencies to ensure that land is safe and, where appropriate, fit to be redeveloped (see also Vacant and Derelict Land and Contaminated Land below).
- 7.24 Land within the City's boundary is unlikely to be subject to further mineral extraction, landfill or land raise operations. However, should such development come forward then it would require to satisfy policy IB 10: Minerals, Land Fill and Land Raise.

Water, Flooding and Sewerage

Objective 3: Protect and enhance the water environment, including river systems

Background

- 7.25 The main bodies of water and watercourses in the City are the River Clyde (which is tidal up to the Weir at Glasgow Green), the Forth and Clyde Canal, the White Cart Water and the River Kelvin. Smaller tributaries include the Molendinar Burn, the Brock Burn, the Levern Water and the Auldhouse Burn.
- 7.26 Evidence of flooding has been gathered and the river systems modelled in order to allow projections of future extreme weather conditions. This has enabled the identification of areas susceptible to flood risk (Scottish Environment Protection Agency (SEPA) have produced an Indicative River and Coastal Flood Map (Scotland)).
- 7.27 Severe weather conditions to the south and west of the Firth of Clyde can cause a surge that will run upstream as far as Glasgow. If this were to coincide with a high tide, it is predicted that the water level could rise above the level of the City Centre quay walls.
- 7.28 Four waste water treatment plants, located at Daldowie, Dalmarnock, Dalmuir, and Shieldhall, treat all of Glasgow's waste water, as well as waste water from neighbouring authorities. The sewerage capacity, in certain parts of the City, is acting as a constraint to development, particularly in the north and east.

Actions

- 7.29 The Council is working with other agencies, including Scottish Water, to prepare the necessary strategic drainage plans and flood alleviation measures required to ensure that water and sewerage development constraints are minimised. A new flood defence scheme is being developed along the White Cart Water and investigations are underway to address potential flood risk along the River Clyde.

- 7.30 The Plan includes policies on sustainable drainage and flood prevention (see policies ENV 4: Sustainable Drainage Systems (SUDS) and ENV 5: Flood Prevention and Land Drainage) which will have to be addressed in all appropriate forms of developments. The aim is to minimise the risk of flooding everywhere in the City and to ensure that supporting infrastructure meets the required standards.
- 7.31 See the DRAINAGE AND SEWERAGE section of the Plan's Development Strategy (paragraphs 6.139-6.158) for further information on water, flooding, sewerage and sustainable drainage.

Water Quality

Objective 3: Protect and enhance the water environment, including river systems

Background

- 7.32 As well as the Clyde estuary, rivers, streams and Canal, the City also has 21 principal areas of standing open water, ranging from the large lochs, such as Hogganfield and Possil, to smaller ponds within the public parks.
- 7.33 The water quality of the rivers and Canal is regularly monitored by SEPA. The quality of the River Clyde varies from class B to C (Fair to Poor respectively), as it passes through the City. From Cambuslang to the Tidal Weir, the water quality also ranges from class B to C. The quality of the Clyde Estuary varies from class B (Fair) in the outer estuary to D/C (Seriously Polluted/Poor) in the City Centre. The quality of the White Cart Water is borderline class C/B (Poor/Fair), the River Kelvin ranges from class B to C and the Forth and Clyde Canal ranges from class A2 to C (Good to Poor) within the City boundary.

Actions

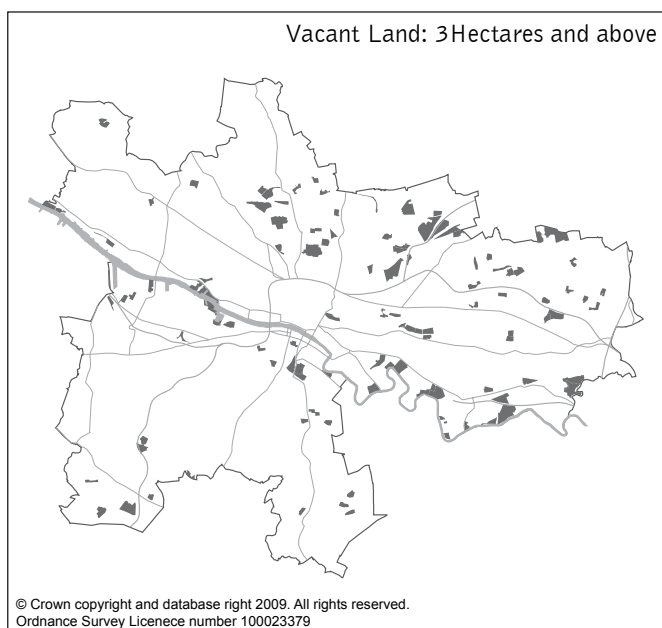
- 7.34 The aim is to improve water quality by addressing the health and pollution consequences of flooding involving combined sewer overflows. To address this issue, the Council, in partnership with Scottish Water, SEPA and Scottish Enterprise Glasgow, is preparing the Glasgow Strategic Drainage Plan.
- 7.35 See DRAINAGE AND SEWERAGE section of the Plan's Development Strategy (paragraphs 6.139-6.158) for further information on water quality.

Vacant and Derelict Land

Objective 7: Regenerate derelict, contaminated or otherwise degraded environments

Background

- 7.36 In 2005, Glasgow contained 1,313 hectares (854 sites) of vacant and derelict land. Much of the vacant and derelict land is located in the north and east of the City, areas which suffered from the rapid decline of former heavy industries.
- 7.37 Since City Plan 1 was prepared, approximately 522 hectares of vacant and derelict land have been taken up, primarily for residential development. However, against this, approximately 70 hectares of vacant land has been created each year due to the demolition of buildings, mainly from housing clearance.
- 7.38 Vacant and derelict land represents both an under-used resource and a significant development opportunity, particularly in the East End of the City. To this end, the National Planning Framework identifies the Clyde Gateway as one element of Scotland's main urban regeneration priority.



Actions

- 7.39 City Plan 2 seeks to reduce the volume of vacant and derelict land and sites. New vacant land will be created over the next few years, however, as a result of GHA's priority housing regeneration schemes (see Population and Housing below), prior to the redevelopment of these sites.
- 7.40 The aim is to treat and/or realise the development potential of at least 100 hectares of vacant land annually. The Scottish Government has allocated £10 million to Glasgow to assist with remediation works to achieve this.
- 7.41 See VACANT AND DERELICT LAND section of the Plan's Development Strategy (paragraphs 5.59-5.69) for further information on vacant land.

Contaminated Land

Objective 7: Regenerate derelict, contaminated or otherwise degraded environments

Background

- 7.42 There are approximately 3,000 potentially contaminated sites in Glasgow, mainly arising from common sources, including former industrial uses and active and historical landfills. Legislative requirements place a statutory duty on local authorities to identify potential sites.
- 7.43 Many of these sites are located in the north and east of the City. There is a strong correlation between contaminated sites and long term vacant land. Planting has taken place on some of the sites, and natural vegetation allowed to grow on others, in order to assist their decontamination in the intervening period.

Actions

- 7.44 The Council is preparing a Contaminated Land Inspection Strategy and a public register of information on contaminated land in accordance with Part IIA of the Environmental Protection Act 1990.
- 7.45 The Council will continue to work with other agencies to promote decontamination of land and the long term aim is to remediate all of the City's contaminated land and bring it back into productive use.
- 7.46 See VACANT AND DERELICT LAND section of the Plan's Development Strategy (paragraphs 5.59-5.69) for further information on contaminated land.

Population and Housing

Objective 8: Respect and enhance the quality of urban form, settlement pattern and identity

Objective 11: Improve design quality in new development

Objective 18: Promote environmental capacity and the precautionary principle

Background

- 7.47 Glasgow is the largest urban local authority in Scotland covering 17,639 hectares with an estimated population of 579,000 (2005 estimate). There are an estimated 281,000 households in the City (2004 estimate). Of this total, there are 121,500 single person households, 90,900 couple households, 42,500 lone parent households and 26,300 of other multi-person households.
- 7.48 Glasgow has experienced high growth in the number of single person and small households. This has resulted in a high demand for new dwellings and this trend is forecast to continue. Against this, the City has experienced a decline in the number of family households, with many families moving outside the City's boundary.
- 7.49 Glasgow has actively encouraged urban renewal through the re-development of brownfield sites, including the use of surplus Council land for housing development. Favourable market conditions and the continuing availability of land has led to a sustained increase in the number of houses completed in the private and public sectors over the last few years.

- 7.50 In a determined effort to redress population loss, a range of measures have been put in place to increase housing choice in the City and by developing sustainable new communities, e.g. Crown Street (Gorbals).
- 7.51 A number of greenfield sites were selected for development through City Plan 1, specifically to address the retention of families in the middle to upper housing markets. Most of these sites are well advanced and evidence suggests that their development, close to existing communities, is having the desired effect of retaining families within the City and allowing families to move to larger homes within the same area. Specific policy criteria have been applied to these sites, to ensure good quality design and maintenance and development of a new urban edge.

Actions

- 7.52 City Plan 2 continues to support the development of attractive residential environments which provide for all sectors of the housing market, meeting the needs of the City's residents and others who wish to live in the City. A large number of flats are being constructed, but the Council is keen that a range of private housing is developed, which can help address the loss of families from the City.
- 7.53 The development of brownfield land will always heavily outweigh the release of greenfield sites and it is estimated that around 83% of all housing development during the Plan period will be on brownfield land.

New Neighbourhoods

- 7.54 The Plan continues to support the development of the New Neighbourhoods promoted through City Plan 1. Oatlands and Garthamlock are currently at a more advanced stage than Drumchapel and Ruchill/Keppoch. Masterplans and development briefs are being used to guide the detailed and phased development of these areas. In Oatlands, for example, new greenspaces are being created to compensate for an area in Richmond Park which is being developed for housing. Similar processes may be used in the other New Neighbourhoods and elsewhere, where it is desirable to change the land use pattern in order to create more sustainable overall environments (see paragraph 7.15). The Plan's greenspace policies, while protecting greenspace in general, allows for such changes, where appropriate.

Community Growth Areas

- 7.55 The Joint Structure Plan has identified a significant shortfall of housing land across the region to 2018. To assist the Structure Plan's objective of promoting sustained growth in the region, it has identified the need for a number of Community Growth Areas where new housing and supporting infrastructure will interact with, and strengthen, existing communities. These areas have been selected using a set of criteria based on sustainable principles, including the need to promote sustainable transport options, the need to strengthen existing communities and the need to safeguard and enhance the environment. Glasgow contains three of the Community Growth Areas (Broomhouse/Baillieston/Carmyle, Easterhouse/Gartloch and Robroyston/Millerston). Future development of these areas will be dependent on a masterplanning exercise which will define development areas and have regard to appropriate environmental, and other, factors. They should identify measures required to mitigate any local significant environmental impacts arising from the detailed development proposals and these will be the subject of Environmental Impact Assessments, where appropriate. These areas are covered in the SEA assessment of the Plan (see paragraphs 8.13 - 8.16 and Appendix G).

Redevelopment of GHA Priority Areas

- 7.56 The Plan also supports the priority regeneration initiatives at East Govan/Ibrox, Gallowgate, Laurieston, Maryhill, Red Road, Shawbridge, Sighthill and Toryglen, identified by the Glasgow Housing Association (GHA). This programme will unfold over the next few years and will involve the substantial demolition of existing housing stock and reprovisioning with a range of housing types (primarily for owner occupation). A masterplan will be prepared for each area. An environmental assessment of each of these areas is included in this Report (see paragraphs 8.99-8.100 and Appendix G).

Housing Design

- 7.57 City Plan 2 places greater emphasis on sustainable development and design guidance. All residential developments will require to take account of these policy requirements (see City Plan 2 policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction). In the majority of cases, development applications will require to be accompanied by a Design Statement.

- 7.58 See the PEOPLE section of the Plan's Development Strategy (paragraphs 3.1-3.63) for further information on population and housing.

Built Heritage and the Historic Environment

Objective 9: Protect, enhance and, where necessary, restore building character and townscape

Objective 10: Protect, enhance and, where appropriate, restore the historic environment

Background

- 7.59 Glasgow is renowned internationally as having one of the finest concentrations of Victorian architecture in the UK. The City contains 22 Conservation Areas, covering 1,432 hectares. These range from the City Centre and Inner City, to the rural village of Carmunnock. Ten of the conservation areas have been designated outstanding, for grant aid purposes.
- 7.60 City Plan 1 proposed the designation of three new conservation areas (Broomhill, Hazelwood and Parkhead) and the preparation of conservation area appraisals. The appraisals identify issues and actions which can be addressed through the planning system and also consider whether any revisions are required to the conservation area boundaries. Govan, Hazelwood and Parkhead conservation areas have been designated and a number of the appraisals have been completed.
- 7.61 The quality of Glasgow's heritage is also reflected in its listed buildings and structures. There are approximately 6,900 individual buildings or structures listed for their architectural and/or historical importance (15% of which are category A, 70% category B and 15% category C(S)).
- 7.62 A condition survey of the exteriors of listed buildings in Glasgow was carried out in 2004 in order to establish the degree to which structures required investment. The survey indicated that 5,407 (78%) structures appeared to be adequately maintained with 1,547 (22%) structures requiring remedial action. 175 of the structures were identified as requiring urgent attention.

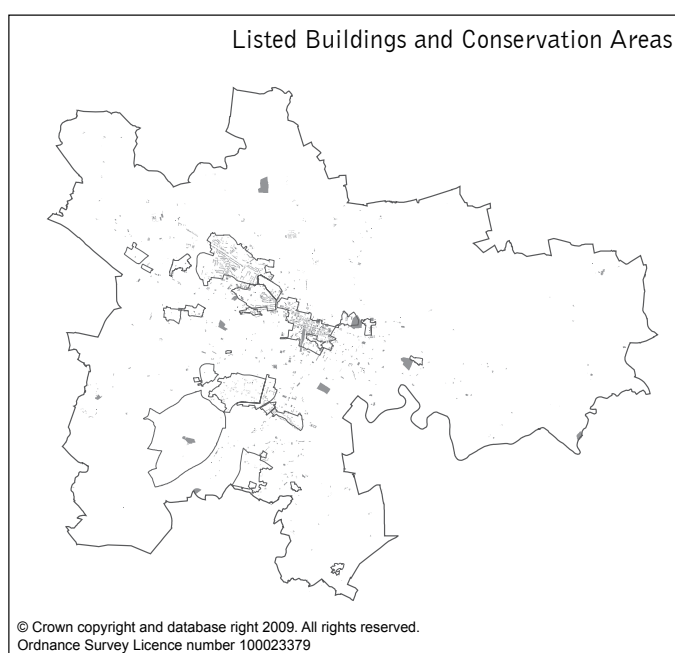


Table 7: Listed Buildings - Condition Survey (2004)

Building Use/Type	Good	Fair	Poor	Very Poor
Church/Religious	85	93	10	2
Cinema/Theatre	5	12	2	0
Commercial/Bank	38	106	32	5
Hospital	2	17	5	6
Hotel	7	22	2	1
Industrial/Factory	2	1	1	0
Library	2	18	1	0
Mixed Use	429	1,445	318	10
Museum	9	11	0	0

Office	162	294	318	10
Residential	808	1,832	229	7
Retail	91	31	12	9
School/College	21	55	8	0
Statue	30	61	52	3
Transportation	3	10	1	2
Other	85	129	48	20

- 7.63 The City also has a rich archaeological heritage, derived mainly from its ecclesiastical and industrial history, with 16 scheduled ancient monuments (including a section of the Antonine Wall) and many scheduled archaeological sites.
- 7.64 There are approximately 2,300 recorded archaeological sites, of which nearly 1,000 are industrial in nature. The principal areas of archaeological significance are in the City Centre, along the River Clyde (including Govan) and around the Forth and Clyde Canal and Antonine Wall.

Table 8: Scheduled Ancient Monuments in Glasgow

	Scheduled Ancient Monuments	Classification
1.	Forth and Clyde Canal: Netherton Farm - Cleveden Road	Industrial
2.	Forth and Clyde Canal: Cleveden Road - Bishopbriggs Golf Course	Industrial
3.	Forth and Clyde Canal: Glasgow Branch	Industrial
4.	Forth and Clyde Canal: Duntreath Avenue - Blairdardie Road	Industrial
5.	Remains of Bell's Pottery, Kyle Street	Industrial
6.	Antonine Wall, Balmore Road to Summerston	Roman
7.	Antonine Wall, Crow Hill to Balmore Road	Roman
8.	Antonine Wall, Summerston to River Kelvin	Roman
9.	Linn Park Iron Bridge	Industrial
10.	Antonine Wall, River Kelvin to 120 metres N of Balmuldy Cottages	Roman
11.	Forth and Clyde Canal, Port Dundas Canal Basin	Industrial
12.	Glasgow Cathedral	Ecclesiastical
13.	Govan, Carved Stones and Old Parish Church Graveyard	Cross and Carved Stone
14.	Cathcart Castle	Secular
15.	North Woodside Flint Mills, Garriochmill Road	Industrial
16.	Crookston Castle, 170 Brockburn Road	Secular

Actions

- 7.65 Protecting the City's Historic Environment is one of the Plan's strategic aims. The Plan includes a number of policies which will be used to ensure that the historic environment is protected against inappropriate development (see in particular, policy DES 3: Protecting and Enhancing the City's Historic Environment).
- 7.66 The Council will complete the conservation area appraisals and proposes to designate Broomhill as a new conservation area. Central Govan was designated a Conservation Area in 2009
- 7.67 The Council will continue to promote conservation schemes which will address buildings at risk, including listed buildings considered worthy of protection and enhancement, subject to funding being available.
- 7.68 The West of Scotland Archaeology Service will continue to provide expert advice for archaeological finds and sites (enquiries@wosas.glasgow.gov.uk). The Antonine Wall has been designated as part of the 'Frontiers of the Roman Empire' World Heritage Site.

- 7.69 See ENVIRONMENT section of the Plan's Development Strategy (paragraphs 5.1-5.29) for further information on conservation areas, listed buildings, ancient monuments and archaeology.

Climate

Objective 12: Reduce energy consumption

Objective 13: Facilitate renewable energy

Objective 19: Reduce the impacts of climate change

Background

- 7.70 The emissions of greenhouse gases from the burning of fossil fuels, such as coal and gas are having a detrimental effect on the world's climate. Latest projections predict that, by the end of the 21st Century, Scotland's annual average temperatures will rise with wetter and warmer winters with less snowfall and an increased risk of flooding.
- 7.71 The Scottish Government is committed to working in partnership with the UK Government in reducing carbon dioxide emissions by 20% by 2010. The Council requires to do all in its powers to ensure that new developments take account of issues which impact on climate change.
- 7.72 The SEA undertaken for the Joint Structure Plan indicates that Glasgow's ecological footprint compares reasonably favourably with other UK cities. The Council is by no means complacent in this regard, however, and will continue to investigate new and innovative measures related to the three climate objectives. It is recognised that the City exports a large amount of waste and some of the City's footprint in terms of energy consumption lies elsewhere.

Table 9: Summary Ecological Footprint for Scotland's Main Cities

Data in area units	Aberdeen	Dundee	Edinburgh	Glasgow	All Scotland
Energy (dom. + com.)	0.77	0.78	0.70	0.68	0.61
Passenger Transport	0.57	0.48	0.56	0.46	0.68
Food	1.81	1.81	1.81	1.81	1.81
Waste (dom. + com.)	2.63	2.36	2.44	2.35	2.55
Water (domestic)	0.01	0.01	0.01	0.01	0.01
Built Land	0.07	0.08	0.07	0.06	0.19
Total (Responsibility Principle)	5.87	5.51	5.60	5.37	5.85

Source: Best Foot Forward (2002) Cities Footprint

Actions

- 7.73 City Plan 2 seeks to address climate change through a number of measures including improving air quality, promoting the use of renewable energy and improving standards of energy efficiency in buildings. It also seeks to reduce the need to travel by car by further developing and improving the quality of the City's transport infrastructure and improving accessibility to public transport and cycling and walking networks.
- 7.74 As Glasgow is predominantly urban, it is likely that most renewable energy sources within the City will be small-scale wind, solar, waste biomass and hydro projects, as well as district level technologies, such as wind photovoltaic and appropriate geothermal given the correct infrastructural support. New development policies are included in the Plan and new development will be expected to adhere to this policy guidance (see policies DES 1: Development Design Principles, DES 2: Sustainable Design and Construction, TRANS 9: Air Quality and ENV 15: Energy). The aim is to reduce energy use and pollution and ensure the City's ecological footprint remains as low as possible.

7.75 See ENERGY section of the Plan's Development Strategy (paragraphs 5.70-5.81) for further information on renewable energy.

Transport Infrastructure

Objective 14: Reduce the need to travel and journey length

Objective 15: Encourage a greater proportion of journeys to be taken by walking, cycling and use of public transport

Background

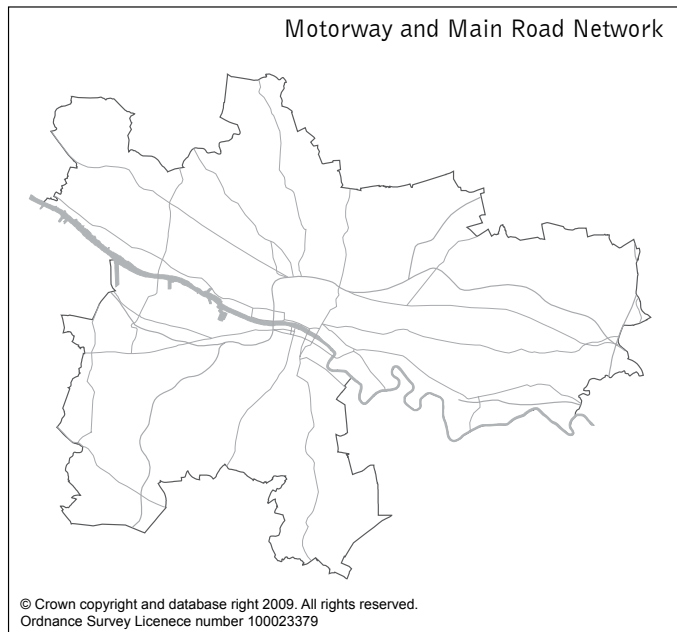
7.76 To function effectively as a City and also as the centre of the metropolitan area, Glasgow must have an efficient, safe, modern, integrated and punctual public transport system. The City is well served by a road, rail, Subway and bus network and contains an extensive cycle and footpath network. Gaps, however, remain in the network.

Roads

7.77 Glasgow's motorway system, which consists of the M8, M73, M74, M77 and M80 is well connected to the Scottish and UK strategic roads network and is important to the economy of the City and the surrounding conurbation. However, the following sections of the road network experience heavy volumes of traffic, particularly at peak times:

- M8 Kingston Bridge;
- M8 Hillington to Glasgow Airport;
- M77 link westbound to M8; and
- A8/M8 Corridor.

There are also access constraints to other transport routes. Some parts of the City which offer substantial regeneration potential are currently not well connected to the wider network (i.e. Glasgow North and Clyde Gateway).



7.78 Traffic in Glasgow grew steadily at around 2% per year to 1995. From 1996 to 2005, traffic growth has reduced to 0.46% per annum. Although the reduction in traffic growth is welcomed, national forecasts suggest that without intervention, levels of traffic are likely to continue to grow.

7.79 Compared to other Scottish Cities, and the Scottish average (66%), access to a car by households in Glasgow remains relatively low, so the potential for growth is high. In 2001, the average across the City was 44% (compared to 33% in 1991) but in some areas, was as low as 20%. Many City residents, therefore, rely on public transport, cycling and walking to access jobs, services and other destinations.

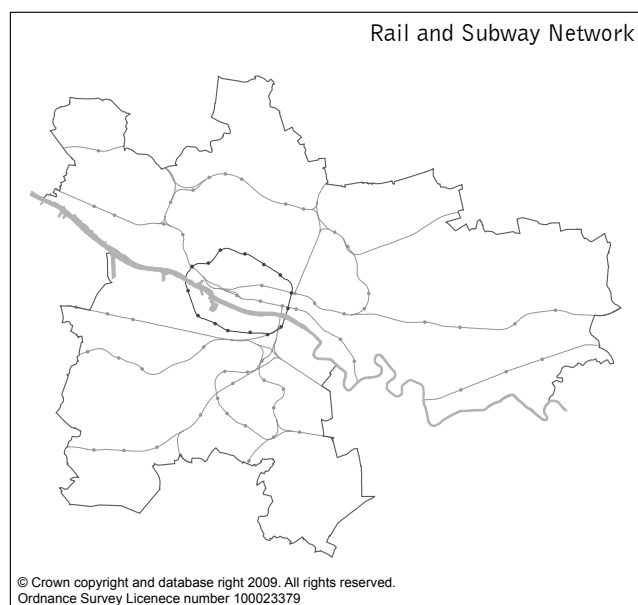
7.80 Although growth in car ownership may be inevitable, what is of particular concern to the Council is the potential growth in car-borne commuting and travel (given the link between car ownership and use) and its effect on traffic congestion and the environment. Air quality has already suffered in Glasgow as a consequence of traffic.

7.81 Maintaining the emphasis on the use of public transport, particularly for trips to the City Centre (where 60% of journeys to work in 2001 were by public transport), is also a key concern for the Council. Between 1991 and 2001, commuting to work by car by Glasgow residents increased from 43% to 49%. The scale of the challenge is illustrated by the target set by the Scottish Government to stabilise traffic growth in Scotland (which is predicted to grow by 27% over 2 decades) at 2001 levels by 2021.

Rail

7.82 In 2004/2005, around 45 million people used the rail network in and around Glasgow. There are 60 railway stations located throughout the City, Glasgow Central and Glasgow Queen Street high and low level stations being the busiest in the West of Scotland. There are opportunities to develop the City's rail network by building further capacity into existing and new routes or connections. New infrastructure recently completed includes the Northern Suburban Line, which extends services, west, beyond Maryhill and Dawsholm.

7.83 There are currently capacity constraints on the rail network at specific stations, such as Central Station, Glasgow Queen Street upper level, Hyndland to Partick and on the Glasgow to Edinburgh rail line. For example, trains are at full capacity and some platforms are not long enough to cater for more train carriages. There is a need to continue to implement improvements which ensure that the rail network can expand where necessary and that capacity can increase.



Subway

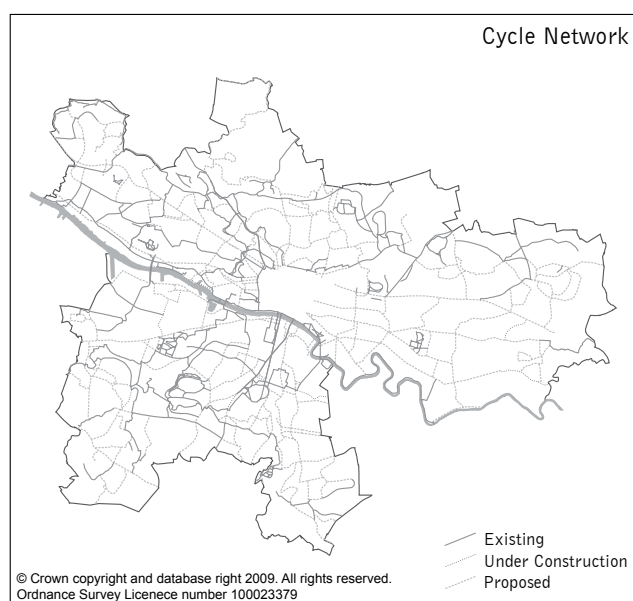
7.84 Glasgow's Subway Network consists of 15 Subway stations serving the City Centre, West End and the inner South side of the City. With approximately 13 million passengers per year, parts of the subway network are at capacity.

Bus

7.85 There are an estimated 220 million bus passengers in the Strathclyde area (Source: SPT Statistics and Trends Report 2005). The 'overground' bus network operates on routes throughout the City and provides buses with a frequency of every ten minutes or less during the daytime. The network is aided by a system of quality bus corridors along main road routes which reduce journey times for bus passengers and increase accessibility for passengers. Further improvements to the network are required to ensure that modern bus transport meets demand. Buses contribute to poor air quality in the confined spaces of the City Centre where the majority of services congregate. However, tighter controls are being imposed on vehicle emissions (e.g. through the introduction of the City Centre Air Quality Management Area) and there is scope to introduce vehicles which will employ clean air technology in future.

Cycling and Walking

7.86 Cycling is increasing in popularity and it is important to accommodate safe cycling routes into the overall transport network. A network of cycle routes is being developed, with a preference for off-road routes where possible. The existing cycle network extends to around 165km. The City contains a large network of paths which provide access to social, work, cultural and recreation destinations. Following the publication of the Outdoor Access and Walking Strategy for Glasgow, the Council now has the responsibility for ensuring the delivery of an improved path network for walking, cycling, horse riding, roller blading, skateboarding and wheelchair users.



Actions

- 7.87 Improvements are required to ensure that the public transport network, in particular, is supported in order to deliver sustainable forms of transport. City Plan 1 (policy TRANS 1: Transport Route Reservations) sought to protect transport routes and promote the development of new roads, rail, bus and cycling and walking infrastructure. Some of these developments have now taken place.
- 7.88 The Plan continues to support the provision of transport infrastructure proposed in City Plan 1 but not yet started (including the M74 Completion, East End Regeneration Route, development of new rail stations and quality bus corridors). Planning consent has been granted for the M74 Completion and East End Regeneration Route. Both schemes were subject to an Environmental Impact Assessment and Conditions attached to the approvals require appropriate surface water management, the safeguarding of biodiversity, upgrading of open and recreational space, safeguarding of historic features and the implementation of landscaping to protect visual amenity.
- 7.89 The Plan also supports the provision of new infrastructure identified since the preparation of City Plan 1, including the development of the Clyde Fastlink. The SEA assessment covers this proposed new infrastructure (see paragraphs 8.112-8.113 and Appendix G).
- 7.90 See the TRANSPORT INFRASTRUCTURE section of the Plan's Development Strategy (paragraphs 6.3-6.64) for further information on transport.

Waste Disposal and Recycling

Objective 16: Reduce waste

Background

- 7.91 As part of the wider agenda to reduce environmental impact, there is a need to minimise waste and to maximise recycling. The EU Landfill Directive requires biodegradable waste disposed of to landfill sites, to be reduced by 25% between 1995 and 2010, 50% by 2013 and 65% by 2020. In 2004/05, the Council disposed of 265,742 tonnes of household and commercial waste. Of this, only 31,042 tonnes (11.7%) was recycled and composted. However, the amount of waste being recycled and composted is increasing.

Table 10: Local Authority Waste Arisings Survey for Glasgow (Source: SEPA)

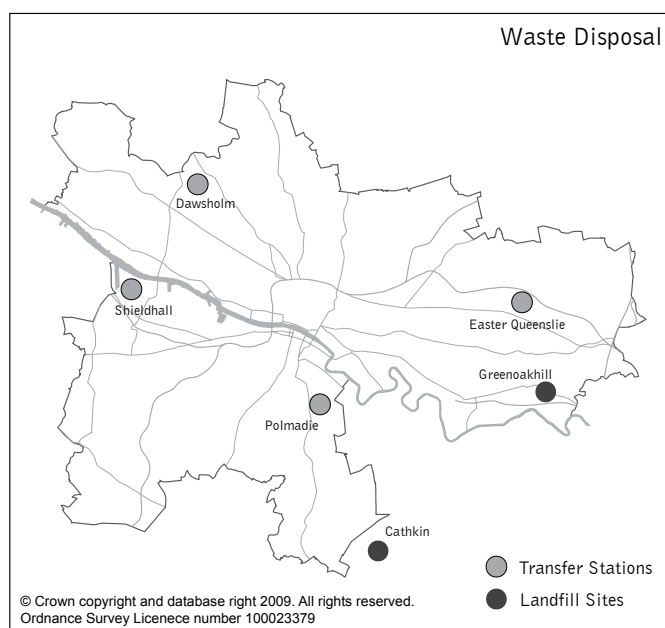
Period	Household Waste (Tonnes)	Non-household Waste (Tonnes)	Waste Recycling (Tonnes Collected and Recycled)	Composting (Tonnes)
2000/01	239,225	107,091	7,733	500
2001/02	273,223	111,555	12,906	2,950
2002/03	242,190	101,678	11,674	5,034
2003/04	247,099	92,984	13,462	9,063
2004/05	265,742	81,810	16,180	14,862
Total	1,267,479	495,118	61,955	32,409

- 7.92 Glasgow disposes of its waste mainly at the Cathkin Landfill site, located in South Lanarkshire. This facility has planning consent until 2013. The Council operates four civic amenity waste transfer stations in Glasgow, located at Dawsholm, Easter Queenslie, Polmadie and Shieldhall. The Polmadie plant also deals with reclamation and processes up to a maximum of 25,000 tonnes of material annually, such as paper, food and drink cans. In addition, there are around 300 multi-purpose recycling sites located throughout the City. These provide recycling facilities to dispose of items, such as paper, magazines, cans, glass, garden waste, batteries and textiles.
- 7.93 In 2005/06, 93,000 households (32%) benefit led from a blue bin kerbside recycling collection service and 58,000 households (20%) also had a brown bin for recycling organic garden waste. A pilot for the provision of a blue bin recycling collection service for 5,000 households in flats and tenements, in the north and west of the City, is currently underway. Waste recycling within the City's predominantly flatted Inner City presents a major challenge for the Council.

Actions

7.94 The Council, along with the other conurbation authorities, will implement the Clyde Valley Area Waste Plan, to ensure that it meets the targets imposed by the EU Directive and the National Waste Strategy and Plan. The Council will also work with neighbouring authorities to identify and, wherever possible, integrate future waste management facilities. This includes any further landfill sites that may be required (any such site, however, is unlikely to be located within the City). The Council is investigating appropriate facilities for maximising recycling including the promotion of composting.

7.95 The Council has recently upgraded the Easter Queenslie facility into a recycling centre and proposes to upgrade and convert the Dawsholm, Polmadie and Shieldhall civic amenity stations into recycling centres. The SEA assessment covers these facilities (see pages 8.131-8.133 and Appendix G). The Council also proposes to introduce further recycling services for flatted properties within the City.



7.96 See WASTE MANAGEMENT in the Plan's Development Strategy (paragraphs 6.100-6.119) for further information on waste and recycling.

Air Quality

Objective 17: Protect the environment from pollution

Background

7.97 The Air Quality (Scotland) Regulations 2000 require local authorities to regularly assess levels of 7 air pollutants and seek improvements in those areas where levels are above the set standards.

7.98 The increase in traffic volumes is creating issues concerning air quality in some parts of the City. In the City Centre, nitrogen dioxide and particulate matter emissions exceed recommended levels. As a consequence, and as required under the Regulations, the City Centre has been declared an Air Quality Management Area (AQMA). An Air Quality Action Plan has been prepared by the Council. This sets out actions to achieve a reduction in the emission levels in this area. These measures include local transport management schemes, implementation of quality bus corridors and the development of travel plans.

7.99 Concentrations of pollutants have also been detected in the following locations:

- Royston Road
- North Street
- Byres Road
- Dumbarton Road
- Parkhead Cross

Actions

7.100 The aim is to ensure that the City's air quality meets the recommended standards. City Plan 2 incorporates a new policy (policy TRANS 9) which takes account of the relationship between new development and air quality. Where appropriate, the Council will take action to promote further air quality management areas and remedial action plans.

7.101 See TRANSPORT section of the Plan's Development Strategy (paragraphs 6.3-6.64) for further information on air quality.

Human Health

Objective 20: Create the conditions to improve human health

Background

7.102 Glasgow and the West of Scotland has a poor human health record. Health is one of the cross-cutting issues in the Plan, with one of the three guiding principles seeking to Improve the Health of the City and its Residents (see City Plan 2, Development Strategy Overview, paragraph 2.9).

7.103 The root causes of poor health are numerous and interlinked. They include those relating to smoking, drinking and dietary health but poor health can also be attributed to other conditions determined by air and water quality, accessibility to local recreation facilities, greenspace, cultural and sporting facilities and health services, etc.

7.104 Currently, the life expectancy rate in Glasgow is 75.8 years for females and 68.5 years for males (Source: NHS Report on Healthy Life Expectancy in Scotland, 2004). The 'big three' current health problems in the greater Glasgow area are:

- Cancer;
- Heart Disease; and
- Lung Disease.

7.105 The health of the City's population is slowly improving but, in general, at a much slower pace than that of the rest of Scotland and the UK. People from poorer backgrounds and districts generally suffer, most, from poor health.

Actions

7.106 City Plan 2 aims to implement and/or support measures that will improve the quality of residential areas and choice of housing, enhance employment opportunities, and reduce the need to travel by car (by improving accessibility for Glasgow's residents to services and facilities by foot, cycle or public transport).

7.107 The Council, along with other agencies including the NHS, is implementing a number of programmes and actions aimed at improving the general health and well-being of the population. Achieving a healthy City is a key target for the Council and the other agencies and includes the introduction of the provision of sports and education facilities, free swimming for people aged under 18 and over 65 and improving dietary provisions for schools. Smoking in all public places was banned by the Scottish Government from April 2006. The Council is also working in collaboration with the Glasgow Centre for Population Health. The Centre is investigating the links between human health, the built and natural environments and physical development.

7.108 The regeneration of specific areas, such as the north and east of the City, where health is particularly poor, will also contribute towards improving the health and well being of the City's population. The planning process, as promoted through the Plan and associated development frameworks can assist by removing constraints to development, creating opportunities for investment, enhancing the physical environment and improving housing quality and choice. Action to improve energy efficiency in new houses will help to combat fuel poverty and thereby improve health indirectly.

7.109 Most of the proposed actions described above have the potential to improve the quality of life and health of Glaswegians in one way or another. All of these actions and measures will take time to implement and many will extend beyond the timescale of City Plan 2.

PART 3 – ENVIRONMENTAL ASSESSMENT

8. CITY PLAN 2 - ENVIRONMENTAL ASSESSMENT

- 8.1 City Plan 2 has to conform to the National Planning Framework and the Joint Structure Plan. These documents identify various locational and infrastructural priorities. They also set the higher level policy framework for the City Plan.
- 8.2 SEAs of the National Planning Framework (www.scotland.gov.uk/planning) and the Joint Structure Plan have been carried out (www.gcvcore.gov.uk). The following paragraphs provide a brief explanation and summary of the national priorities and proposals and policies covered by these higher level SEAs.

SEA of the National Planning Framework

- 8.3 The National Planning Framework (NPF) identifies a number of strategic development priorities. Their delivery is crucial to the continued growth of Scotland's economy. With regard to Glasgow, these include the regeneration of Clyde Waterfront and Clyde Gateway and M74 Completion.
- 8.4 The Framework's aims, strategic objectives and proposals (contained in the 'Scotland - 2025' and 'Spatial Perspectives' sections) were assessed against environmental objectives to identify any potential significant environmental effects. The SEA identified that external transport links and improving connectivity can help to promote sustainable transport, land use and settlement patterns. However, it is recognised that there might be negative effects on climate, landscape, biodiversity and air quality.
- 8.5 The Report also assessed the potential effects of works associated with reducing flood risk in Glasgow. It was recognised that these works can contribute towards a more sustainable urban infrastructure and can help to safeguard the City's built heritage but could also potentially have negative effects on landscape and biodiversity. In particular, the Clyde Waterfront and Clyde Gateway projects are likely to have a significant positive effect on the environment due to the reuse of large areas of previously developed land.
- 8.6 As a result of the SEA, the Framework was amended to place greater emphasis on landscape and biodiversity and strategic opportunities for environmental improvement. It highlights that measures to eliminate or mitigate potential negative effects of development proposals will have to be addressed in more detail through the assessment of development plans and specific development proposals.

SEA of the Joint Structure Plan

- 8.7 The SEA makes clear that it is only the formal alterations to the Structure Plan that have been assessed. The remainder of the Structure Plan 2000, which was still in force, was approved before the introduction of the SEA requirements. The Structure Plan SEA had regard to the SEA undertaken for the NPF.
- 8.8 The Structure Plan SEA provides a regional audit of the state of the environment and considers the impact that the proposed Regional Development Strategy will have on the environment. To this end, a number of assessments were carried out relating to the Plan's strategic policies and proposals. Those of direct relevance to the City Plan are summarised below.
- 8.9 In relation to the Sustained Growth Strategy, the SEA concluded that this option may give rise to negative impacts on landform, landscape and habitats in some areas (requiring mitigation measures to be put in place). Overall, however, development was being directed to more sustainable locations or locations with the necessary environmental capacity. The ability to locate new development, predominantly, within the existing urban fabric of the Structure Plan area also means there is a higher chance of achieving good accessibility to services and public transport, thereby, reducing car use and the need to travel.
- 8.10 In relation to integrating land use and transport (Structure Plan Strategic Policy 1: Strategic Development Priorities), the SEA highlighted that increased access to dedicated public transport routes should have positive environmental effects across a range of SEA objectives. A number of the proposed transport infrastructure schemes affecting Glasgow are committed through the approved 2000 Structure Plan (M74 Completion, the East End Regeneration Route and the Glasgow International Airport Rail Link).

- 8.11 In relation to Town Centre renewal priorities (Strategic Policy 1(a)), the SEA concluded that the principle of promoting the development and regeneration of Town Centres and ensuring that it takes place at an appropriate scale and is sequentially more sustainable than edge/out-of-centre developments.
- 8.12 In relation to Urban Renewal Areas (Schedule 1(b) of the Structure Plan), the SEA concluded that the revitalisation of communities should have all round positive impact on the urban setting and quality of life.
- 8.13 In relation to Community Growth Areas (Schedule 1(c) of the Structure Plan), the SEA concluded that the principle of establishing these initiatives was required to meet the projected housing land supply requirements linked to the sustained growth option.
- 8.14 The Community Growth Areas (including the three locations in Glasgow -Broomhouse/Baillieston/Carmyle, Easterhouse/Gartloch and Robroyston/Millerston) were identified having regard to, for example:
- Urban renewal and regeneration - the need to complement the urban renewal and regeneration priorities that underpin the Regional Development Strategy;
 - Relationship to existing communities - the need to strengthen existing communities;
 - Environmental factors - the need to safeguard and enhance the environment;
 - Transport linkages - the need to promote sustainable transport options;
 - The need for a masterplan approach to help facilitate the provision of, and support for community infrastructure.
- 8.15 In relation to the proposed community growth areas in Glasgow, the Structure Plan SEA concluded the following:

Robroyston/Millerston - This location has been the subject of a detailed planning study promoted through City Plan 1. Development could provide the opportunity to improve linkages to the rail network (including the creation of a new rail station) and to provide further support for a local neighbourhood centre and education services. The area is defined as part of a structural corridor and any major development will require a clear boundary to be established as part of the green network in accord with Strategic Policy 1: Strategic Development Locations and Schedule 1(f): Green Network - Priorities for Promotion and Management. Consideration needs to be given to safeguarding Millerston Wetlands and the open nature of the landscape character of the area surrounding Millerston and Stepps, from significant development impacts. These issues have been taken into account in limiting the capacity for development to that set in Schedule 1(c): Community Growth Areas and the requirements of Schedule 1(f). In addition, the safeguarding of these resources will need to be incorporated into the masterplan for the area, in accordance with Strategic Policy 9: Assessment of Development Proposals.

Broomhouse/Baillieston/Carmyle - This location has been the subject of a detailed planning study promoted through City Plan 1. The proposed development area has good accessibility to the Whifflet-Glasgow train service. Development could have beneficial impacts in terms of improving service provision within Baillieston Town Centre for new and existing residents. The development could also facilitate the renewal of vacant and derelict land close to the current urban edge and provide opportunities for increased owner-occupation. Urban expansion in this location could enable the use of existing schooling capacity and generate further investment in the existing infrastructure. Although the area is defined as a sensitive wedge, the longer-term boundaries offered by the M74 and M73 will limit the impact of coalescence even if the area is developed out to its total capacity. The safeguarding of local environmental resources will need to be incorporated into the masterplan for the area, in accordance with Strategic Policy 9: Assessment of Development Proposals.

Easterhouse/Gartloch - The location has been the subject of a detailed planning study promoted through City Plan 1. Development at this location can be integrated with the renewal of the surrounding urban areas and facilitate the provision of mixed-tenure developments to improve the balance of housing stock. The restructuring will facilitate the creation of green networks and improve linkages to the rail network at Gartcosh and Easterhouse stations. The development could also provide further support to Easterhouse Town Centre and additional school age population to utilise the spare capacity in the area's schools. There are strategic environmental assets such as the Bishop Loch SSSI as well as the designated Site of Special Landscape Importance within the proposed development area. These have been taken into account in setting the capacity for development in Schedule 1(c): Community Growth Areas and the requirements of Schedule 1(f): Green Network - Priorities for Promotion and Management. In addition, the safeguarding of these resources will need to be built into by the masterplan for the area in accordance with Strategic Policy 9: Assessment of Development Proposals. The area is defined as part of a structural corridor and any major development will require to establish a clear green belt boundary as part of the green network.

8.16 Within the Community Growth Areas, the Structure Plan identifies the need for a masterplanning approach to their development. The masterplans will consider, among other things:

- Linkages to the existing and recognised extensions to the fixed public transport network or park and ride facilities;
- Contributions to the establishment of the green network;
- Treatment of any associated derelict or contaminated land;
- Associated infrastructure requirements;
- Integration with existing communities and wider regeneration initiatives;
- Green transport linkages to employment areas and town centres;
- A range of uses and tenures;
- Delivering high quality architecture design standards and urban form;
- Energy efficiency in the construction process;
- The long term quality and stability of any new urban boundary; and
- Access to adequate social and community facilities, especially educational and if necessary, neighbourhood shopping centre.

8.17 The Structure Plan SEA led to Strategic Policy 9, and its related schedules, being modified to give greater weight to:

- quality of urban design in masterplans;
- energy efficiency;
- air quality;
- ICT/broadband connections;
- protection of the functional flood plains and the safeguarding of their storage capacities; and
- flood risk reduction using sustainable drainage systems in accordance with relevant drainage strategies or assessments agreed with local councils; and landscape character and quality.

8.18 The SEA acknowledges that for certain proposals or scales of development, it will be for the local development plan SEA to highlight potential significant environmental impacts. The SEA also recognises that appropriate mitigation measures will be required for the Community Growth Areas (the detailed mitigation measures will form part of the masterplanning process).

SEA of City Plan 2 - Overview

8.19 The SEA has been undertaken in stages alongside the preparation of the Finalised Draft Plan as shown in Table 1. The assessments have led to a number of changes being made to the Plan, principally to the policies and, where appropriate, to the Development Guides.

8.20 The following assessments cover key elements of the Plan and identify any likely significant environmental impacts (positive and negative). Where appropriate, alternative options are considered and the cumulative impact of proposals highlighted. Lastly, broad environmental mitigation measures are identified (see Table 11). These will be expected to be taken up in more detail through local development strategies, masterplans, area or site development briefs etc, where appropriate.

Vision, Guiding Principles and Strategic Policies

8.21 The Plan sets out a broad Vision for the development of the City supported by three guiding principles. The guiding principles are consistent with the aims of the City's approved Community Plan. In turn, these are supported by three strategic policies which place an emphasis on Design, a focus for regeneration within the City's Key Regeneration Areas and on methods of Delivery. The Vision, guiding principles and strategic policies are all considered to be consistent with SEA principles and the creation of a socially, economically and environmentally sustainable City.

Compatibility Test of Strategic Aims

8.22 The Development Strategy is underpinned by strategic aims. The aims have been updated and modified, where necessary, in the light of new Government guidance and the SEA to ensure, as far as possible, they are consistent with environmental and sustainability principles.

- 8.23 A compatibility test of the Plan's strategic aims has also been carried out to identify, at the earliest stage of plan making, any environmental conflicts between these aims. Overall, the aims were found to be compatible with one another in that they would have a positive or neutral impact on the environment. However, there are some unknown impacts (e.g. between flooding and sewerage and the historic environment and between transport and biodiversity and greenspace) (see Appendix D).
- 8.24 The identified potential negative conflicts relate to:
- Information and Communications Technologies (ICT) and Retail and Other Town Centre Uses;
 - Energy Infrastructure and the Historic Environment; and
 - Biodiversity and Greenspace and Vacant and Derelict Land.
- 8.25 Potential conflict between the ICT infrastructure and retail and other town centre uses aims may occur due to the increasing development and use of internet communications networks and online shopping. In the long term, the growing use of shopping online could have a detrimental effect on the continued success of retail areas, particularly existing Town Centres. The Plan emphasises the importance of Town Centres as important community focal points for services and public transport in line with Scottish Planning Policy (SPP) 8: Town Centres and Retailing. The sequential approach to site selection requires development to be located in Town Centres, in preference to other locations. The Council wishes to strengthen the role of the City's Town Centres, wherever possible, and will look to carry out annual health checks on the City's key Centres. Any significant impact of online shopping will emerge in the years to come and will have to be factored in to the health checks.
- 8.26 Problems could emerge between the need to conserve historic buildings and the needs of owners/occupiers for the installation of modern ICT equipment and/or updates to internal layouts. This requires a balance to be struck between conservation and environmental interests, quality design, and the need to maintain the City's competitiveness as an employment location. Such issues are considered in detail at the planning application stage.
- 8.27 Many listed buildings are located in the City Centre and have traditionally been used for office and business purposes. A balance may occasionally have to be struck between preserving interiors to ensure that the City Centre, and Principal Office Area in particular, remains the primary office location in Glasgow.
- 8.28 Potential conflict could also emerge between encouraging biodiversity and developing the City's vacant and derelict land, particularly where such land has lain vacant for a long period of time and habitats and species have started to establish themselves. Many sites and areas have purposely been planted up to enhance the environment in the knowledge that at some future time, they would be required for new development to support the local economy. In line with the new Planning Advice Note (PAN) 65: Planning and Open Space, the Council is auditing all the City's open spaces and the brownfield sites which have been 'greened up'. Where appropriate, mitigation measures could be applied on certain brownfield sites which have been 'greened up' (e.g. retention of important trees, structural planting, etc) (see paragraphs 7.15 and 7.16).
- 8.29 While it would appear that there is scope for some conflict to occur, the type and scale of the perceived conflict does not warrant the deletion of any of the Plan's aims. Where appropriate, it should be possible to mitigate against any significant conflicts.

Assessment of Strategic Aims

- 8.30 The strategic aims of City Plan 2 were assessed against the 20 SEA objectives (see Table 5) to identify potential significant impacts on the environment (Appendix E). Overall, the aims were found to either have a neutral or positive effect on the environment. For some of the aims, the likely impact was unknown or uncertain, as it would depend on, for example, the type of and/or the location of, development being undertaken.
- 8.31 However, a number of potential negative effects were identified, particularly in relation to transport, energy and ICT infrastructures.
- 8.32 When tested against SEA Objectives, it was found that, depending on the type and location of development, transport infrastructure could potentially have a significant negative impact on greenspace, landscape character, urban form, townscape and the historic environment. Parts of the City's transport infrastructure are designated as a corridor of wildlife and/or landscape importance. In line with national and regional policy, Glasgow is striving to achieve sustained growth in the economy. Some infrastructure required to create the conditions for sustained growth has the potential to adversely effect the environment, although there is scope to mitigate the

impacts. The City is also striving to develop a world class public transport system, fully integrated between operators and modes, providing easy access for all residents and visitors to each part of the urban area. Efficient, good quality, clean and regular public transport services have the potential to help to minimise the use of private vehicles both within the City, and from commuters from outside the City who may choose in greater numbers to switch to using efficient public transport systems.

- 8.33 When tested against SEA Objectives, it was found that energy infrastructure, depending on the type of and location of development (e.g. windfarm development), could potentially have a significant impact on landform and landscape character. Large-scale renewable energy developments are unlikely to be developed in the City over the Plan period. It is envisaged that any schemes coming forward would be of a scale which would have only localised environmental impacts. Mitigation measures could minimise these local impacts, e.g. policy ENV 15: Energy will be used to assess energy related proposals, including solar panels and small wind turbines (these developments could have localised environmental impacts e.g. amenity and noise). Policy DES 10: External Fittings to Buildings has also been updated to take account of the visual impact of such fixtures.
- 8.34 When tested against SEA Objectives, it was found that ICT infrastructure, depending on the type and location of development, could potentially have a significant impact on landscape character, urban form, townscape and the historic environment. The scale of ICT infrastructure envisaged is unlikely to have anything other than a local impact. Mitigation measures could minimise these impacts, through, for example, policy IB8: Telecommunications. The National Planning Framework and Scottish Planning Policy Guidance recognise the importance of ICT infrastructure to economic success. ICT infrastructure has become a key asset in promoting Glasgow to investors and in securing employment in the City and can, through the provision of access to jobs, improve conditions for social inclusion.
- 8.35 City Plan 1 contained 110 development policies. A review of all the policies has been undertaken for City Plan 2, having regard to new Government guidance, the Joint Structure Plan and the SEA. The outcome is a set of 89 policies. The SEA has been used to fine tune the policies and guides to ensure they address the appropriate environmental issues.
- 8.36 All of the policies support the delivery of the Plan's Development Strategy in one way or another. This is noted in the justification for each policy where reference to the relevant Development Strategy section is made. Some of the policies, however, are fundamental to the delivery of the Development Strategy (e.g. the design policies), while others provide policy guidance tailored to a set of localised situations (e.g. the change of use of a shop or dwelling). These latter policies are unlikely to lead to other than localised environmental impacts, as defined by the SEA Regulations. Nonetheless, in this first SEA of the City Plan, all policies have been assessed.
- 8.37 The review of policies highlighted the need to address issues relating to design, renewable energy, sustainable development, the need to encourage the reduction of waste and the incorporation of recycling facilities into new development, the use of sustainable drainage systems and the protection of biodiversity, etc. These issues are also covered by the Plan's strategic aims.
- 8.38 Part 3 of the Plan includes 7 groups of policies:
- | | |
|---------------------------------|---------------------|
| • Development Policy Principles | Appendix F, Table 1 |
| • Design | Appendix F, Table 2 |
| • Residential | Appendix F, Table 3 |
| • Industrial and Business | Appendix F, Table 4 |
| • Retail and Commercial Leisure | Appendix F, Table 5 |
| • Transport and Parking | Appendix F, Table 6 |
| • Environment | Appendix F, Table 7 |
- 8.39 The policies are supported by a set of Development Guides. Generally speaking, these are the detailed guidance taken from a number of policies in City Plan 1, and updated, where appropriate. They will be material considerations when determining planning applications. There may be a requirement to prepare further Development Guides in future. In the event, they will be subject to separate public consultation and when approved by the Council, will also become material considerations when particular development applications are being assessed by the Council. The details of the assessment of City Plan 2 policies is shown in Appendix F.
- 8.40 Each of the policy groups is assessed in turn below. The assessment includes consideration of alternative policy options.

DEVELOPMENT POLICY PRINCIPLES

8.41 Alternative Policy Options

Option A City Plan 1 Approach - uses a system of development policy principles limited to the main forms of land use

Option B Reduce the number of land use based development policy principles

Option C Increase the number of land use based development policy principles

8.42 Development proposals will have regard to the designation of land, set out under a number of Development Policy Principles ranging from transport infrastructure to green space. Prior to City Plan 1, there were over forty general land use policies in the previous local plan system. An assessment of these policies concluded that a reduced number would more appropriately cover the main types of development taking place within the City. Fewer broad land use designations (option A) provide a useful degree of flexibility when considering different types of development. The Development Policy Principles should create the right mix of uses within a given area, e.g. in terms of residential zonings which incorporate housing with supporting facilities, such as schools, green/open space and health facilities. The optimum number of development policy principles is considered to be 12 on the basis of this being tested through the local plan inquiry for City Plan 1.

8.43 Increasing the number of development policy principles would result in the policies being over prescriptive and would provide little or no flexibility for future development which would be detrimental to the regeneration of certain parts of the City and in maintaining the City's economic competitiveness, enhancing the natural environment and continuing to create a sustainable and attractive place to live, work and visit. Reducing the number of development policy principles would imply a greater degree of flexibility than would be practical or desirable and could lead to a reduction in the protection of environmental designated sites, e.g. open spaces covered by DEV 11: Green Space, or other environmentally sensitive areas. For these reasons, options B and C would not be considered appropriate for inclusion in City Plan 2.

Assessment of Development Policy Principles

8.44 Overall, the assessments highlight that the application of 12 policies will either have a positive or neutral impact on the environment. Some of the policies which have been scored as having a neutral impact, however, are linked to other supporting policies which would have a positive impact on the environment, (e.g. using the design policies to develop new energy efficient housing).

8.45 Policy DEV 1: Transport Infrastructure is likely to impact negatively on the environment. Transport infrastructure (including major roads/motorways) is essential for accessibility and to facilitate a strong economy. It is, however, likely to lead to increased energy consumption and potentially a decrease in air quality in some areas. Where possible and practicable, any negative impacts should be mitigated through traffic management measures and locating developments in the right places with regard to access to public transport, etc (a new policy (TRANS 2) has been introduced in the Plan covering Development Locational Requirements). The Plan seeks to ensure that freed road capacity brought about by new transport infrastructure development is used for walking, cycling and public transport, where possible (see Development Strategy: TRANSPORT, paragraph 6.51).

8.46 The assessment also highlighted a number of unknown impacts. These mainly concern the impact of policies on energy consumption and renewable energy where little background information is available.

8.47 The assessment and consideration of environmental factors led to changes being made to the wording of some DEV policies, i.e. greater emphasis is now given to the principle of protecting townscape, landscape and open spaces.

DESIGN POLICIES

8.48 Alternative Policy Options

Option A Promote high quality sustainable design in all new development and protect the City's historic and natural environments by ensuring that new development meets development criteria and has a

minimal impact on listed buildings, conservation areas sites, ancient monuments and areas of archaeological importance or on areas protected for their wildlife or ecological importance

Option B Less emphasis placed on sustainable design and specific development criteria within new development

- 8.49 Option A reflects Scottish Planning Policy guidance and the Council's commitment to encouraging high quality sustainable design in all new development. It also reflects the importance of continuing to protect the City's historic and natural environmental resources. Placing less emphasis on quality of design in new development would make it more difficult for the Council to insist that developers address the full range of sustainability issues which include sustainable construction, energy efficiency, sustainable drainage, protecting the historic and natural environments, etc. It would also likely result in development which does not respect the City's urban form, townscape and landscape and developments which 'clash' with their surrounding environments. Important opportunities would be missed to address factors affecting climate change.

Assessment of Design Policies

- 8.50 The design policies have been substantially revised and reorganised for City Plan 2 with new policies added and greater emphasis placed on sustainable design. Of particular importance are policies:

DES 1: Development Design Principles;
DES 2: Sustainable Design and Construction;
DES 3: Protecting and Enhancing the City's Historic Environment; and
DES 4: Protecting and Enhancing the City's Natural Environment.

- 8.51 Together with the Development Policy Principles, the design policies are now at the front of Part 3 (Development Policies and Design Guidance) of the Plan to reflect the importance which the Council now gives to design. The policies are cross referenced to the Plan's Development Strategy and other policies, wherever appropriate.
- 8.52 The assessment highlighted that the application of the design policies will mainly impact positively on the environment. It also identified that there were a number of unknown impacts, e.g. whether development along the River Clyde and Forth and Clyde Canal Corridors would have a positive or a negative impact on energy efficiency and facilitating renewable energy.

RESIDENTIAL POLICIES

8.53 Alternative Policy Options

Option A Promote high quality residential development which respects townscape and landscape, and takes account of environmental, accessibility and sustainability factors, principally on brownfield sites

Option B Promote high quality housing which respects townscape and landscape but whose density does not take full advantage of accessibility or sustainability factors and is more dependent upon the use of greenfield land

- 8.54 Option A would reflect Scottish Government guidance and ensure that the residential policies place a greater emphasis on environmental and sustainability issues (sustainable drainage and energy efficiency in buildings, for instance, will form an important component of future residential development). The Plan should seek through its policies to ensure that high quality residential development is built in sustainable locations, principally on brownfield land. The residential policies, in tandem with the design policies, should ensure that future residential developments are of an appropriate density and scale for the locations within which they are situated. Policy RES 1 provides guidance, which has been updated, on appropriate housing densities. It is acknowledged there is a requirement to promote some greenfield release sites to develop the three community growth areas identified through the Joint Structure Plan (see assessments for Community Growth Areas). These releases are required to help meet the projected shortfall in housing land across the Structure Plan Area at 2018.
- 8.55 The pursuit of option B would have a greater impact on the environment by depending more on the use of greenfield land resulting in the loss of greenbelt land, green/open space and unavoidable loss or damage to environmentally sensitive areas or protected sites. This would slow down the redevelopment and re-use of the City's brownfield

land (including uptake of vacant and derelict sites) and, in respect of housing density, would have less regard to public transport accessibility. Also, the opportunity to address sustainability issues in new development might be minimised. For these reasons, option A is the most appropriate for inclusion in City Plan 2.

Assessment of Residential Policies

- 8.56 Overall, the assessment shows that the adoption of the residential policies will either have a positive or a neutral impact on the environment. As with the Development Policy Principles (see above), many of the policies which have been scored as having a neutral impact have the potential to impact positively on the environment (e.g. using the guidance provided in policy RES 2: Residential Layouts, it would be possible to positively influence many of the environmental objectives through high quality design). For precautionary reasons, unknown impacts have been recorded for houses in multiple occupation and housing conversions in respect of urban form, building character and townscape and the historic environments.

INDUSTRY AND BUSINESS POLICIES

8.57 Alternative Policy Options

Option A Promote the use of existing industrial and business land supply and the selective release of greenfield land in accessible locations near major transport routes

Option B Promote existing industrial and business land supply only

- 8.58 It is considered that option A is the most appropriate for inclusion in the City Plan. The Structure Plan provides the regional economic framework for the Glasgow metropolitan area. The Structure Plan sets out an 'Agenda for Sustained Growth' in support of the Regional Development Strategy which aims to achieve a major shift in the economic competitive position of the Structure Plan area. It assumes a faster rate of development than assumed in the 2000 Joint Structure Plan and is based on sustaining the rate of improvement of the area experienced in recent years.
- 8.59 The City's industrial and business land supply has been updated for the Plan and some sites will be released for other uses. The City must retain a 10-year supply of marketable land for such development to accommodate new or expanded businesses and must also reflect requirements identified in the Joint Structure Plan in terms of high amenity sites and locations. Sites at Robroyston and at Darnley Mains are greenfield sites. These were identified and promoted in City Plan 1 but have yet to be developed out for industry and business uses.
- 8.60 The option of only promoting existing industrial land would limit the range of industrial and business activity in the City, potentially limiting sustainable and accessible work opportunities for the residents of the City. Whilst the quantity of land appears sufficient, the existing land supply in Glasgow is dominated by small brownfield sites, many of which suffer from infrastructure and physical constraints and poor quality environments. Many of the sites also lack the flexibility to meet current requirements for industrial and business investment.
- 8.61 The operational requirements and characteristics of industries and businesses are often the prime determinant of their location. In promoting economic development within the industrial/business sector, the City and its development partners must take account of meeting the needs of existing and expanding businesses and the potential for new inward investment. Option B is considered to be too restrictive and would not take account, for example, of any requirement to redesignate land for industrial and business use in the future should there be an identified need.

Assessment of Industrial and Business Policies

- 8.62 On the whole, the policies would appear to have either a neutral or a positive impact on the environment. However, a number of unknown impacts have been identified. For example, the effect of some of the policies on protecting the environment from pollution and also on climate change cannot be determined.
- 8.63 Also, a negative impact has been identified in relation to policy IB 3: Safeguarded High Amenity Locations on landform, natural processes and systems (Robroyston South). A masterplan is being prepared for the Robroyston/Millerston Community Growth Area and it should (as recommended in this report) highlight environmental impacts in the area and mitigation measures for minimising these impacts.

- 8.64 A negative impact has also been identified in relation to policy IB 10: Minerals, Land Fill and Land Raise on landform, natural processes and systems, soils and biodiversity. Any development proposals for these types of activity will be required to meet the terms of the policy which seek to minimise environmental damage.

RETAIL AND COMMERCIAL LEISURE POLICIES

8.65 Alternative Policy Options

Option A Take a strong lead in determining where new retail and commercial leisure development should be promoted and apply a strict sequential approach to retail and commercial leisure development and direct new development to the City Centre and existing town centres

Option B Let the market determine where the most appropriate locations for retail and commercial leisure development should take place

- 8.66 Option A is in line with Scottish Government guidance in relation to determining appropriate locations for such development using the sequential approach, and is also in line with efforts to ensure that land use and transport planning are closely aligned (see Scottish Planning Policy (SPP) 8: Town Centres and Retailing, SPP 17: Planning for Transport and Planning Advice Note (PAN): 59 Improving Town Centres. The approach is also consistent with the Joint Structure Plan Strategic Policies 1(a) Strategic Development Locations and 6(c) Quality of Life and Health of Communities, in terms of encouraging development in existing town centres.
- 8.67 Town centres are the social and economic focus of communities and provide for a range of commercial, social and other services. Focussing retail development in town centres will serve to strengthen their role within communities and will, for the most part, reduce the need to travel by car for services. This can lead to environmental benefits, such as reducing levels of air pollution and reducing energy consumption. Safeguarding of city and town centres also contributes towards maintaining the quality of the City's urban form, settlement pattern and identity of local areas.
- 8.68 Significant work towards the regeneration of parts of the City has been undertaken since City Plan 1 was prepared. This has given more confidence to identify where there is a need for new retail development to support the City's regeneration. The priorities are within the City Centre and town centres. The retail policies have been comprehensively reappraised and revised for City Plan 2 and provide direction to the most appropriate locations for such development, in line with Scottish Government guidance.
- 8.69 In view of the work being advanced to regenerate the City (e.g. through the preparation of local development strategies) and the strong lead from government which focuses on strengthening city and town centres, the pursuit of option B is not practical. Unrestricted development, e.g. in out-of-centre locations, could further threaten the viability and vitality of the City Centre and existing town centres and the quality of the built and natural environments. Option B could also conflict with the Scottish Government's objective to reduce the need to travel, could exacerbate air quality problems and could increase traffic congestion. Option A is, therefore, the preferred environmental option and local development plan approach.

Assessment of Retail and Commercial Leisure Policies

- 8.70 Overall, the assessment of the retail policies appears to indicate that they will have a mainly neutral impact on the environment. Some have the scope to impact positively on the environment (e.g. policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments could have positive impacts on urban form, townscape and reducing energy consumption).
- 8.71 Potential negative environmental impacts are recognised in relation to food and drink uses (covered by policy SC 11: Food, Drink and Entertainment Uses). It is acknowledged, for example, that hot food shops have the potential to detrimentally affect the amenity of neighbouring homes through cooking smells, litter, etc. While these issues do not fall within the scope of the SEA with regard to having significant environmental impacts as defined by the Regulations, they do have local impacts. Policy SC 11, which provides detailed criteria for assessing such development proposals is been tried and tested and has been slightly modified for City Plan 2, taking into account planning appeal decisions

TRANSPORT AND PARKING POLICIES

8.72 Alternative Policy Options

Option A Develop sustainable transport networks (including for cycling and walking) and introduce parking restraint measures for appropriate uses and locations and traffic management schemes

Option B Promote the development of infrastructure geared mainly for road vehicles and limit investment in public transport infrastructure

8.73 In terms of Option A, investment would be concentrated on promoting and enhancing sustainable transport modes, such as public transport, cycling and walking, with limited investment in new road infrastructure for general traffic. This roads investment would be targeted at supporting development and regeneration as well as at priority traffic such as buses and freight. Demand management measures would be extended to control traffic growth. These measures include increasing the coverage of restricted parking areas, reducing road capacity through roadspace reallocation and controlling access to new road capacity.

8.74 The development of Option B would result in an increase in road space capacity for all vehicles through the construction of new roads and increases in existing road capacity to cater for increasing car ownership and trips. The provision of parking would be increased to match demand and investment in public transport, cycling and walking would be targeted at only meeting the residual demand. This option is likely to conflict with the national, regional and local objectives to reduce the need to travel and encourage a greater proportion of trips to be taken by public transport. It could also potentially exacerbate air quality problems and increase traffic congestion.

Assessment of Transport and Parking Policies

8.75 In general, the application of the policies will give rise to a mainly neutral impact on the environment. Some unknown impacts were recorded in relation, for example, to policy TRANS 1: Transport Route Reservations in relation to protecting the environment from pollution and impact on climate change. While scored as neutral, it is considered that the application of many of the policies will have a beneficial impact in the long term. Policy TRANS 2: Development Locational Requirements, which addresses land use and transportation issues, is likely to have positive impacts in relation to a number of the environmental objectives.

ENVIRONMENT POLICIES

8.76 Alternative Policy Options

Option A Protect and enhance valuable habitats, designated sites and areas of greenspace and greenbelt land and ensure that development meets strict criteria, if considered appropriate in principle

Option B Limited restrictions on development on designated sites of environmental importance, greenspace and greenbelt

8.77 Option A would ensure that recognition is given to the value, importance and enhancement of the City's Green Network and the need to protect the most important areas and sites of biodiversity and landscape. Whilst inappropriate development will be resisted, there may be circumstances when some greenspace could be considered for development, provided a compensatory area of greenspace is created of equal size, quality and accessibility. This flexibility will be required in areas of significant change where it would be beneficial for land use changes to take place for the benefit of new communities (see policy ENV 1: Open Space Protection). The policies will also ensure that consideration is given to a range of other important environmental matters, such as sustainable drainage, addressing flood risk, planning for waste management and recycling, etc.

8.78 A lack of restriction on development in the green network and the absence of strict development criteria would likely lead to increased pressures to develop areas of the City which form important components of the green network, such as sites protected for their nature conservation importance, sites of special scientific interest and sites of archaeological importance. Option A is, therefore, the preferred environmental and local development plan approach, consistent with government guidance.

Assessment of Environment Policies

- 8.79 As with the majority of the other groups of policies, the assessment indicated that the policies will mainly have a positive or neutral impact on the environment. Policy ENV 3: Development in the Green Belt may have an adverse impact on its ability to facilitate renewable energy and also on reducing the need to travel and length of journey. The policy provides the criteria for appropriate types and forms of development on green belt land. Outwith the proposed Community Growth Areas, the scope for development in the Green Belt is very limited.
- 8.80 The assessment of policy ENV 11: Treatment of Waste and Recycling Materials indicates there could be detrimental impacts in relation to soils, the water environment, landscape character and biodiversity. These impacts could largely be mitigated. The Plan includes for the proposal to develop a new waste centre at Kenmuir Road on a site land-locked by the M74 motorway and a rail line. It is considered that this facility will, on the whole, have limited environmental impacts (see assessment of the proposal below).

Assessment of Proposals and Alternative Options

- 8.81 The development proposals which appear on the Plan's Proposals Map are a combination of those which were promoted through City Plan 1 but which have yet to be implemented (included at this stage to indicate major new developments in the pipeline) and a set of new proposals, a number of which have planning approval. The proposal to promote three Community Growth Areas in the City emanates from the Joint Structure Plan.
- 8.82 A SEA has not been carried out on the proposals which have still to be implemented from City Plan 1. The adoption of City Plan 1 pre-dates the requirement to prepare an SEA of development plans. Some of these proposals now have planning consent (with conditions) and have been the subject of an Environmental Impact Assessment and a commitment to develop (e.g. M74 Completion and East End Regeneration Route).
- 8.83 The proposals shown on the Map which fall into this category are:

TOPIC	DEVELOPMENT	LOCATION
People	New Neighbourhoods	Drumchapel and Ruchill/Keppoch
	Greenfield Release	Crookston and Easterhouse
Jobs	Safeguarded High Amenity Areas	Darnley Mains, Robroyston North and Robroyston South
Environment	Local Nature Reserves	Bishop's Loch and Waulkmill Glen
	Conservation Area	Broomhill
Infrastructure	Roads	M74 Completion; East End Regeneration Route
	Rail	Carmyle Chord rail link; Crossrail link; Garngad Chord rail link
	Rail Stations/options	Blochairn/Garngad, Bogleshole, Drumchapel, Germiston, Glasgow Cross, Gorbals, High Street, Ibrox, Jordanhill, Millerston, Parkhead, Robroyston, West Street
	Flagship Retail/ Commercial	Glasgow Harbour and Parkhead

- 8.84 A SEA has also not been carried out on other proposals which have subsequently been granted planning permission or are the subject of an environmental impact assessment. These are:

TOPIC	DEVELOPMENT	LOCATION
Infrastructure	Road Transport and Related Schemes	North Clydeside Development Route Oatlands Bypass
	Culture and Sports Facilities	National Indoor Arena/Velodrome (Dalmarnock) SECC Arena (Finnieston) Transport Museum (Yorkhill)

- 8.85 As with the aims and policies of the Plan, an assessment has been undertaken to identify the potential significant impacts that the Plan's proposals might have on the environment, taking account of the SEA undertaken of the Joint Structure Plan. Due to their location specific nature, a more comprehensive assessment is recorded for each proposal in Appendix G. This records whether the proposal is likely to have a direct or indirect, permanent or temporary, short, medium or long term impact on the environment. The summary of the assessment below also indicates alternative options. For ease of reference to the Plan, the assessments have been arranged sequentially under the themes of People, Jobs, Environment and Infrastructure. The assessment also comments briefly on local development strategies, masterplans, campus plans, etc which, since City Plan 1, provide essential guides to development within particular areas of the City.

PEOPLE

Community Growth Areas

- 8.86 The requirement for Community Growth Areas is identified through the Joint Structure Plan. Three areas within Glasgow have been identified as meeting the Structure Plan criteria for Community Growth Areas, at Robroyston/Millerston, Broomhouse/Baillieston/ Carmyle and Easterhouse/Gartloch. The growth areas are required to accommodate shortfalls in new house building land within the Structure Plan area in the period up to 2018. Within the Glasgow context, such areas provide the opportunity for diversifying housing choice and providing mainly family housing to help address population loss and loss of families from the City. The Joint Structure Plan requires a masterplan to be prepared for each Community Growth Area. See City Plan 2, Part 1, People, paragraphs 3.25-3.39. See also paragraphs 8.13-8.16 of this report which address the Joint Structure Plan initial SEA of Glasgow's Community Growth Areas.
- 8.87 Mitigation is required to minimise significant environmental impacts through the masterplanning process for all of the identified Community Growth Areas. The main mitigation issues which need to be addressed through the masterplans are noted in the individual assessments in Appendix G and summarised below in paragraph 8.98.

Alternative Options

- 8.88 The Joint Structure Plan requires the promotion and development of Community Growth Areas. The alternative option, in this case, is in defining the amount of land within each area for development. City Plan 1 proposed the preparation of comprehensive planning studies within these, and other, greenbelt areas of the City which have now been undertaken and which have been used to inform where the appropriate general locations for development will be, taking into account the designated areas of landscape importance and other important environmental factors (e.g. water environment/hydrology). It will be for the masterplans to determine the precise locations for development. The search area is shown on the Plan's Proposals Map. However, this does not imply that these entire areas of green belt will be developed. It is the intention that the Plan's Environmental Policy Designations Map and associated environmental policies (e.g. policy ENV 7: National, Regional and Local Environmental Designations) will ensure that important areas are protected against any adverse environmental impacts. Moreover, the mitigation measures identified through the SEA assessment will require to be addressed through the masterplans.
- 8.89 For precautionary reasons, and to reinforce the SEA undertaken for the Joint Structure Plan, it was decided to undertake a further investigation of Glasgow's proposed Community Growth Areas to ensure that all relevant local environmental issues have been identified using available knowledge and data. The summary of the results of the assessment are highlighted below.

PROPOSAL A: Robroyston/Millerston Community Growth Area

Assessment of Proposal

- 8.90 The assessment highlights that the development of the Community Growth Area at Robroyston/Millerston has the potential to impact in a number of ways which could adversely affect the environment. While, to a large extent, these can be mitigated through the masterplan process and by adopting the criteria and standards required of the revised policies contained in City Plan 2, the area will undergo significant change which will be irreversible, e.g. the permanent loss of green belt land, increase in waste generated by development and possible pollution from carbon emissions.

- 8.91 Further development of the local public transport system in Robroyston, in particular, will help to meet the goal of reducing the impacts of car borne commuting. It will be important that the masterplan has a strong sustainable design emphasis to ensure the area is not overdeveloped and is of a scale, layout and design which is commensurate with its peripheral location close to permanent countryside. The City Plan's development design principles and sustainable design and construction policies should feature strongly in the masterplan to ensure, amongst other things, the development of energy efficient homes, sustainable drainage and to minimise the area's ecological footprint.

PROPOSAL B: Broomhouse/Baillieston/Carmyle Community Growth Area

Assessment of Proposal

- 8.92 The assessment highlights that the development of the Community Growth Area at Broomhouse/Baillieston/Carmyle has the potential to impact in a number of ways which could adversely affect the environment. While, like Robroyston/Millerston, these can be mitigated through the masterplan process and by adopting the criteria and standards required of the revised policies contained in City Plan 2, the area will undergo significant change which will be irreversible, e.g. the permanent loss of green belt land, increase in waste and possible pollution from carbon emissions.
- 8.93 The masterplan will be responsible for defining specific areas suitable for development having regard to the landscape designations and existing communities, including the recently developed site at Broomhouse East, which was released for development through City Plan 1. There is scope to capitalise on the existing transport infrastructure and it will also be necessary to ensure that any new development minimises its impact on water. Any release identified at Carmyle will be subject to careful scrutiny with regard to flooding, safeguarding the potential public transport Carmyle Chord rail route (see policy TRANS 1: Transport Route Reservations) and other environmental considerations. Similarly, any release identified on the eastern fringes of the area which slopes towards the motorways will require to be treated sensitively to minimise visual impact and to retain valuable landscape features, wherever possible, e.g. hedgerows.
- 8.94 As with the other Community Growth Areas, it will be important that the masterplan has a strong sustainable design emphasis to ensure the area is not overdeveloped and is of a scale, layout and design which is commensurate with its peripheral location close to permanent countryside. The City Plan's development design and sustainable design and construction policies and principles should feature strongly in the masterplan to ensure, amongst other things, the development of energy efficient homes, sustainable drainage to minimise the area's ecological footprint.

PROPOSAL C: Easterhouse/Gartloch Community Growth Area

Assessment of Proposal

- 8.95 As with the other two proposed community growth areas, the assessment highlights that the development of the Community Growth Area at Easterhouse/Gartloch has the potential to impact in a number of ways which could adversely affect the environment. The masterplan will identify the development areas with a view to minimising any environmental impacts in the area through the implementation of appropriate mitigation measures. The area, however, will ultimately undergo significant change through, e.g. the permanent loss of green belt land.
- 8.96 Particular attention is required to preserve the area's sensitive natural environment, e.g. hydrological system, incorporating Bishop's Loch, Gartloch Pool and surrounding areas.
- 8.97 The Plan's development design principles and sustainable design and construction policy should feature strongly in the masterplan to ensure, amongst other things, the development of energy efficient homes, sustainable drainage to minimise the area's ecological footprint.

Community Growth Areas - Mitigation Requirements

8.98 The Community Growth Area masterplans (briefs for the masterplans will be prepared by the Council) will have regard to the environmental mitigation measures listed in Table 11 and, in particular, will:

- Provide a strong development design framework which sets the parameters for development, including appropriate density, and ensures that the areas are not developed beyond their environmental capacity.
- Utilise City Plan 2's development and design policies to ensure that all development (built and natural) is of the highest quality which creates interesting townscape and complements urban form and landscape, and adopts sustainable design and construction principles, including the promotion of energy efficient buildings, and avoids or reduces any adverse effects on the site and setting of any historic environment facilities.
- Provide high quality landscaping/tree planting within and around the Community Growth Areas which protects designated areas of landscape importance and further develops the City's green network and biodiversity.
- Minimise land regrading which could affect landform.
- Provide a habitats survey as part of the masterplan which seeks to ensure that development minimises impact on important flora and fauna habitats, including hedgerows.
- Promote the development of public transport systems, including walking and cycling routes.
- Protect sensitive hydrological systems and promote development which utilises sustainable drainage systems.
- Support the remediation of areas of vacant or derelict land.

Masterplans will also have regard to the Joint Structure Plan criteria listed in paragraph 8.16.

PROPOSAL D: Glasgow Housing Association (GHA) Priority Redevelopment Areas (East Govan/Ibrox, Gallowgate, Laurieston, Maryhill, North Torglen, Red Road, Shawbridge and Sighthill)

Alternative Options

8.99 The Glasgow Housing Association and the City Council are committed to ensuring that the City's housing stock is fit for purpose. Much of the older social rented stock is unpopular or suffers from defects which require to be addressed. The decision has been made to redevelop certain housing areas and priorities have been identified. The details of the development programme are under consideration and will be subject to consultation with affected residents and communities. The option not to proceed with any redevelopment is not feasible. There will be a roll out of development and the pace at which this can be achieved is unknown at this time.

Assessment of Proposal

8.100 The redevelopment of the eight priority redevelopment areas, due to their location within the built up area of Glasgow, does not highlight any significant environmental issues other than ensuring, through the masterplanning process, that appropriate development design and sustainable design and construction principles are utilised, and that opportunities are taken to provide new accessible open spaces and well connected walking and cycling routes. Sustainable drainage should be adopted as standard, where required, and habitats should be protected against any development impacts, with attention being given to promoting biodiversity, wherever possible.

JOB

PROPOSAL E: Phase 3 Strategic Industrial and Business Sites (Clyde Gateway, Crown Street, Darnley Mains, King George V Dock and Linthouse)

Alternative Options

8.101 Sites are required on which to continue to develop the Strategic Industrial and Business Sites Programme. Following discussions with SEG, several sites have been identified which could form the core of the third phase of the Programme. These sites will be subject to further investigation to establish the extent and nature of the opportunities they represent.

Assessment of Proposal

- 8.102 The proposal to investigate the development of additional strategic industrial and business sites is in line with the Economic Strategy (2006). The selected sites are distributed around Glasgow. The assessment indicates that there is the potential for environmental impact at Darnley Mains and at King George V Dock, where there are designated sites of environmental importance. Mitigation measures will be required in these areas to mitigate against any significant harmful environmental impacts. These will have to be addressed in any future development applications for these areas.

ENVIRONMENT

PROPOSAL F: Central Govan Conservation Area

Alternative Options

- 8.103 The alternative option is for the Council not to promote the conservation area. In addition to consultation on the City Plan, this proposal will also be the subject of additional consultation with local residents, businesses, etc under separate legislation. The designation will only proceed if there is general support for it and it is also agreed by Historic Scotland.

Assessment of Proposal

- 8.104 The proposal to designate Central Govan as a new conservation area, as would be expected, will not give rise to any adverse environmental impacts. Central Govan contains buildings of significant historic and archaeological importance. As with the designation of the Parkhead Conservation Area which was promoted through City Plan 1, the designation of Central Govan will assist to stimulate the regeneration of the wider Govan area. Additional funding should be made available to improve the quality of the area and will lead to the requirement for high quality design of any new buildings and developments. No specific mitigation measures have been identified which require to support this proposal.

PROPOSAL G: Local Nature Reserves (Cathkin Braes, Dawsholm Park, Frankfield Loch/Cardowan extensions and Linn Park)

Alternative Options

- 8.105 The alternative option for the Council is to not pursue the designation of the protected sites (existing SINCs) as Local Nature Reserves. The proposal to designate the sites as Local Nature Reserves will further enhance the protection of biodiversity but will also ensure that the sites are effectively managed.

Assessment of Proposal

- 8.106 The proposal to designate the sites as Local Nature Reserves will not have an environmental impact other than giving greater protection to the sites and providing effective management. No mitigation measures have been identified which require to support this proposal.

PROPOSAL H: Designed Gardens and Landscapes (Kelvingrove Park and Victoria Park)

Alternative Options

- 8.107 The alternative option is for the Council not to promote the two parks for inclusion on the statutory list of designed gardens and landscapes. Benefits, in the form of additional tourist and horticultural interest, could accrue from their designation through appropriate City marketing, which would benefit the City's economy.

Assessment of Proposal

- 8.108 The proposal to add Kelvingrove Park and Victoria Park to the statutory list of designated gardens and landscapes will not give rise to any environmental impacts. No mitigation measures have been identified which require to support this proposal.

PROPOSAL I: Antonine Wall 'Frontiers of the Roman Empire' World Heritage Site

Alternative Options

- 8.109 As the Council is not the only sponsor of this proposal, there are no other reasonable options other than promoting the proposal. The designation will only proceed if there is general support for it by the designating body.

Assessment of Proposal

- 8.110 The designation of the Antonine Wall as a 'Frontiers of the Roman Empire' World Heritage Site will have no environmental impact other than giving greater protection to an outstanding historic and archaeological feature and helping to ensure the protection of habitats and the environment within the buffer zone surrounding the site of the wall.

INFRASTRUCTURE

8.111 Road Transport and Related Schemes

PROPOSAL J: Clyde Fastlink

Alternative Options

- 8.112 The Fastlink system for the north side of the Clyde Corridor (dedicated bus-based public transport route) is in development following extensive research. It is a logical development to seek to extend the system into other parts of the City, along the Clyde Corridor, to complement existing bus, rail and Subway services, and to fill gaps in the public transport network. The alternative would be to adopt conventional bus services.

Assessment of Proposal

- 8.113 The proposal to extend the Fastlink system will aid delivery of an improved modern public transport system in Glasgow. Although the precise route has not been finally determined, it is not likely to lead to any significant environmental impacts.

PROPOSAL K: Easterhouse Regeneration Route

Alternative Options

- 8.114 Alternative routes have been considered and appraised for this proposal. The route identified on the City Plan Proposals Map has been identified as the preferred route.

Assessment of Proposal

- 8.115 The proposal to develop a new north-south road route between Easterhouse and Cardowan/Stepps will help relieve pressure on existing roads and road junctions in the network. However, it is acknowledged that the area within which it requires to be developed is an environmentally sensitive one and care in the design and construction of the road is required to ensure that existing fragile habitats and environments remain intact. Under the proposal for the Easterhouse/Gartloch Community Growth Area (Proposal C), a habitats survey is required. The scheme will also have to be taken into account with the Community Growth Area masterplan.

PROPOSAL L: Gartloch Road Upgrade (Easterhouse)

Alternative Options

- 8.116 The alternative option is to leave Gartloch Road as a relatively narrow and twisting country road. With the proposed expansion of the Easterhouse/Gartloch area, it is probable that the environment would suffer more if the road were not upgraded as it would become more congested. The upgrade should not require a large land take and its impact on green belt land will be minimal.

Assessment of Proposal

- 8.117 The proposal to upgrade the existing east-west Gartloch Road route between Easterhouse and Gartcosh/ North Lanarkshire will help relieve pressure on existing roads and road junctions in the network. However, it is acknowledged that the area within which it requires to be developed is within the green belt and contains some environmentally sensitive areas and features. Care in the design and construction of the road upgrade is required to ensure that existing fragile habitats and environments remain intact. Under the proposal for the Easterhouse/Gartloch Community Growth Area (Proposal C), a habitats survey is required. As with the Easterhouse Regeneration Route, this proposal will have to be taken into account within the Community Growth Area masterplan.

PROPOSAL M: Crookston Spine Road (Greater Pollok)

Alternative Options

- 8.118 A transport assessment has been carried out as part of the, as yet unimplemented, Crookston greenfield housing release proposal (City Plan 1). The assessment considered and appraised alternative routes for the Crookston Spine Road. The route identified on the City Plan Proposals Map has been identified as the preferred route.

Assessment of Proposal

- 8.119 The proposal to develop a road to support the greenfield housing release in Crookston is likely to have a minimal impact on the environment. However, it is acknowledged that the area within which it requires to be developed impinges on a small part of green belt land which contains some environmentally sensitive areas and features. Care in the design and construction of the road upgrade is required to ensure that existing fragile habitats and environments remain intact. Appropriate mitigation measures, including landscaping, tree planting and walking and cycling routes should be incorporated in the housing development which incorporates the spine road.

PROPOSAL N: Robroyston/Millerston Bus Access Route

Alternative Options

- 8.120 Alternative routes have been considered and appraised for this proposal. The route identified on the City Plan Proposals Map has been identified as the preferred route.

Assessment of Proposal

- 8.121 The development of the bus access road would form part of the wider Community Growth Area development proposals and will have an impact on greenspace, landform, habitats and local landscape. Appropriate mitigation measures, including landscaping, tree planting and walking and cycling routes will require to be provided within the overall masterplan for the area.

PROPOSAL O: Blackhill Road (Summerston)

Alternative Options

- 8.122 The alternative option is to leave Blackhill Road as a relatively narrow and twisting country road. With the expansion of the Summerston area due to residential development promoted through City Plan 1, it is probable that the environment would suffer more if the road was not upgraded as it would become more congested. The upgrade should not require a large land take and its impact on green belt land will be minimal.

Assessment of Proposal

- 8.123 The proposal to upgrade the existing Blackhill Road route between Summerston and Balmore Road will help relieve pressure on existing roads and road junctions in the network. However, it is acknowledged that the area within which it requires to be developed is within the green belt and contains some environmentally sensitive areas and features including hedgerows. Care in the design and construction of the road upgrade is required to ensure that existing fragile habitats and environments remain intact.

PROPOSAL P: Other Road Upgrades (Bishopbriggs Relief Road and Duke Street Re-Alignment)**Alternative Options**

- 8.124 The alternative option is to leave the existing roads in their current form. In the case of the Bishopbriggs Relief Road, this would leave a sub standard piece of infrastructure in an area designated as a Community Growth Area. In the case of Duke Street, it would compromise brownfield land redevelopment potential within the Clyde Gateway/Parkhead area and the opportunity to rationalise a bad road junction near the busy Parkhead Forge and Cross area.

Assessment of Proposal

- 8.125 The scale of this proposal will not lead to any significant adverse effects on the environment.

PROPOSAL Q: Park and Ride Facilities (Glasgow Harbour, Glasgow Fort (Easterhouse), Pollok Town Centre, Robroyston)**Alternative Options**

- 8.126 The Council is committed, through national planning policy guidance, and the Joint Structure Plan, to seek the appropriate means for reducing the impact of traffic within the City environment. There are a number of ways in which the Council and other agencies can tackle this issue through the development of an improved public transport system. Park and ride facilities work effectively in other parts of the region. In relative terms, the development of such facilities is less expensive than some alternatives. Failure to use the available opportunities could lead to the land required being used for other purposes.

Assessment of Proposal

- 8.127 The proposal to develop park and ride facilities at appropriate locations will have a number of benefits including helping to reduce the environmental impact of private car commuting. Other than at Robroyston, where there are some environmental issues concerning a C-SINC (on the site of the former Robroyston Railway Goods Yard) which will require mitigation, the proposals should not have a significant local environmental impact.

PROPOSAL R: Yorkhill Quay - Kelvingrove Transport Link**Alternative Options**

- 8.128 The opportunity may exist to promote a new short transport link between the Riverside at Yorkhill and the culture and leisure facilities located at Kelvingrove, using a part of the former rail formations in the area. The alternative is for the scheme not to proceed and for the opportunity to use the former rail link, a part of which is situated on land near Beith Street, to other forms of development.

Assessment of Proposal

- 8.129 The proposal to develop a short transport link will assist the development of the public transport network in the City. The scale of this proposal will not lead to any significant adverse effects on the environment.

PROPOSAL S: Kenmuir Road Waste Recycling Business Park (Mount Vernon)**Alternative Options**

- 8.130 Glasgow produces a significant amount of waste and opportunities must be found to deal effectively with both domestic and commercial waste, and also waste produced through construction works. There are limited opportunities to find sites in the City to accommodate a waste recycling park. Other alternatives may require such development(s) to be developed outside the City boundary.

Assessment of Proposal

- 8.131 The further development of the City's waste and recycling facilities will assist the Council to achieve targets set by the EU and nationally to increase the amount of waste being recycled. The proposal to develop a waste

recycling business park in an area which can accommodate low amenity uses without significant detriment to the environment will be innovative for the City. In addition to domestic and commercial waste minimisation, the City requires to deal with a significant amount of waste generated through construction operations. Other than the probability of generating additional heavy vehicle movements in this peripheral part of the City, it is considered that the development is unlikely to have other significant environmental impacts. The operations that will be located at Kenmuir Road may provide opportunities to produce renewable energy. It is likely that an Environmental Impact Assessment would be required with the development application.

PROPOSAL T: Waste Recycling Centres

Alternative Options

- 8.132 The Council is expected to meet targets for waste treatment and recycling determined by the EU and nationally through waste plans. The only way the Council will be able to achieve these targets is through the development of centres where waste and recycling can be dealt with effectively. The proposal seeks to develop existing waste transfer stations, therefore, the environmental impacts should be minimal.

Assessment of Proposal

- 8.133 The further development of the City's recycling facilities will assist the Council to achieve targets set by the EU and nationally to increase the amount of waste being recycled. Easter Queenslie has already been upgraded and the proposal to upgrade the three waste transfer stations at Dawsholm, Polmadie and Shieldhall to recycling centres, will provide a good distribution of centres around the City. The largest of the centres, at Polmadie, provides an opportunity to create renewable energy for other developments.

PROPOSAL U: Toryglen Regional Indoor Football Training Facility

Alternative Options

- 8.134 The other alternatives are either not to develop the facility, in which case, people would not benefit from having a dedicated football training facility, or the facility being developed elsewhere within the City or outside Glasgow. The location close to the national stadium at Hampden provides support for the development to be sited in Toryglen.

Assessment of Proposal

- 8.135 The development of the Toryglen training centre will add to the City's sports infrastructure provision and provide another avenue to promote healthy lifestyles through sports activities. Although the development will take place on an area of green space in the south side of the City, it will have a limited environmental impact and will improve an underutilised greenspace area. There may be increased private car use to the facility, particularly as it will serve the wider region, including outwith Glasgow.

PROPOSAL V: Surface Water Management Plans

Alternative Options

- 8.136 Such plans are required under the provisions of the Water Framework Directive, therefore the option not to bring these plans forward, following investigation of appropriate solutions, is untenable. The Surface Water Management Plans will not only assist the Council to meet the terms of the Water Framework Directive, but will also crucially provide support for future development in terms of the management of flood risk, such as water retention ponds and will provide the basis for the development of sustainable drainage solutions.

Assessment of Proposal

- 8.137 The proposal is likely to impact on landform, landscape and greenspace as areas will have to be set aside within development land to accommodate spaces for drainage systems. This may have a beneficial environmental effect in helping to provide a network of spaces which link to the wider green network. The wetland nature of some of these sites is also likely to encourage biodiversity.

Local Development Strategies and Masterplans

- 8.138 These form part of the range of planning tools and guidance for future development. They are subject to appropriate public consultation and approval by the Council. Where appropriate, and in line with the Plan's policies and design guidance and the SEA, they will be expected to address all the relevant environmental issues for the area or sites they cover, promoting environmental mitigation measures, where appropriate.

9. CUMULATIVE AND SYNERGISTIC IMPACTS

- 9.1 The SEA Act requires authorities to identify any potential cumulative and synergistic impacts likely to be caused as a result of the implementation of the Plan's policies and proposals. Cumulative impact may occur when the number of developments undertaken in an area start to have an adverse impact on the environment. Individually, these developments would not be likely to have a significant impact. Synergistic effects, on the other hand, have the potential to emerge as a result of many developments working together over time to create an overall environmental impact. Such impact may be impossible to predict. In this case, where it is known or suspected that an area will undergo a significant number of developments over time, a precautionary approach should be taken to ensure, as far as is possible, that long term adverse environmental impacts are minimised, taking account of available environmental knowledge. Synergistic effects may arise where the effect of the whole change is greater than the sum of the individual effects. For example, in areas where hydrology is an environmental factor requiring to be taken into consideration, a single development may not impact on local water systems. A number of developments undertaken over a longer period of time, however, may have the potential to adversely affect water table levels, causing localised flooding or land to dry out, etc.
- 9.2 The Scottish Government's SEA toolkit was used to aid the assessment of cumulative and synergistic effects and an analysis of Appendices F (Assessment of Policies) and G (Assessment of Proposals) was carried out to identify any potential cumulative effects.
- 9.3 In themselves, the Plan's policies are unlikely to have any cumulative effects on the environment. The Plan's policies are framed having regard to the Scottish Government's latest planning policy guidance and local circumstances and environmental considerations, where appropriate. They require developers to conserve, protect and enhance the environment in all aspects, including the implementation of sustainable design, the safeguarding of the historic environment and the protection of nature conservation.
- 9.4 The analysis identified that, individually, the Plan's proposals are unlikely to have a cumulative impact on the environment but there may be potential for a synergistic effect. For example, within the M8 East Corridor Key Regeneration Area, which includes the Community Growth Area proposal, as required by the Joint Structure Plan, the longer term impact of all developments that come forward may produce a synergistic effect on parts of the water environment. However, it should be stressed that 1) the scale of development is unknown at this stage, and 2) a study would require to be undertaken as part of the masterplan for the area to establish what effects development would have on the hydrology around Easterhouse/Gartloch. The assessment of proposals has established a list of mitigation measures for all proposed Community Growth Areas and it is proposed that these are complemented by broad mitigation measures which would generally apply to any development proposal, where environmental factors require to be considered to address the 20 environmental objectives highlighted in this Report (see Table 11).

10. ENVIRONMENTAL MITIGATION

- 10.1 Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to indicate the measures envisaged to prevent, reduce and offset any significant adverse effects on the environment through implementation of the Plan.
- 10.2 Certain mitigation measures are built into the Plan's policies, in so far as requiring developers to address various environmental issues. It will be up to the Council to ensure, as far as possible within the context of any individual development application, that these requirements are met, to minimise any environmental impacts arising from a development. The assessment of the Plan's specific proposals identified mitigation measures needed for individual development proposals. These are set out in Appendix G and summarised in paragraphs 8.81 – 8.137 of this report. In addition, it recognises that appropriate environmental mitigation measures may need to be taken into account in Local Development Strategies and Masterplans for specific areas or sites.

- 10.3 Development proposals will come forward for consideration within the Plan period (2009-2014), which are not specifically highlighted in the Plan. These are likely to include individual development applications for new housing on brownfield sites, retail, commercial and industrial and business development, etc. While those that are likely to have a significant environmental impact will require to be accompanied by an Environmental Impact Assessment (see Development Guide DG/ENV 1), it is considered that the broad mitigation measures requiring to be addressed by development should also be highlighted in this Report. The following table, therefore, outlines the main measures which will require to be applied at the development project and design level. These measures should also be taken into consideration in the preparation of any local development strategies, masterplans or other planning documents prepared to guide development for particular areas or sites within the City. These requirements are indicative, and there may be a need to address more detailed issues depending upon the location, special environmental attributes of the proposed development site and the proposed development itself. The table has been incorporated into City Plan 2, Part 4, as development guide DG/ENV 5: Broad Environmental Mitigation Measures.

Table 11: Broad Environmental Mitigation Measures

Environmental Objective	Issue/Potential Impacts	Mitigation Measures required to prevent/reduce or offset significant environmental impacts
Landform	Any development likely to alter and/or impact on the City's landform	Minimise land re-grading, particularly within green field locations, to preserve natural landform and features (see policy DES 1: Development Design Principles)
Soils	Any development which has the potential to adversely affect any good quality soils contained within the City	Where appropriate, good quality soils should be removed for use in other parts of the City
Water	Any development which has the potential to alter and/or impact on natural hydrological systems, water quality and supply, or cause flooding and high levels of water run-off	Hydrology study required where development has the potential to affect natural hydrology systems. If appropriate a flood risk assessment will be included as part of a Inphology Study Sustainable drainage required for most forms of development (see policies DES 2: Sustainable Design and Construction and ENV 4: Sustainable Drainage Systems (SUDS)) Provision of flood prevention schemes (see policy ENV 5: Flood Prevention and Land Drainage) Measures required to ensure that development does not contaminate or pollute water supplies and watercourses
Habitats	Any development which has the potential to fragment, or otherwise adversely affect habitats and species	Environmentally sensitive areas and sites to be protected (see policy ENV 7: National, Regional and Local Environmental Designations) including hedgerows, where appropriate Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes (see policy ENV 6: Biodiversity)
Environmental Objective	Issue/Potential Impacts	Mitigation Measures required to prevent/reduce or offset significant environmental impacts
Landscape	Any development which has the potential to adversely affect landscape character	Landscaping/tree planting to be an integral part of all appropriate development schemes, designed to enhance the setting and development site (see policy DES 4: Protecting and Enhancing the City's Natural Environment and development guide DG/DES 4: Landscape in New Developments). Design Briefs must include a landscape character assessment which should identify trees and woodland that require to be retained within a development site.

Greenspace	Any development which will lead to the loss of green/open space provision and distribution	<p>Civic/open space required for most forms of development (see policy ENV 2: Open Space and Public Realm Provision)</p> <p>Open space audit to determine categories of space/distribution, etc (see Glasgow Open Space Map)</p> <p>Environmentally sensitive areas and sites to be protected (see policy ENV 7)</p> <p>Flexibility to re-distribute open space provision in areas of significant change, subject to strict criteria (see policy ENV 1: Open Space Protection)</p>
Regeneration of Degraded/ Vacant and Derelict Land	Any development, particularly for residential use, which will re-use brownfield land	Contamination study required where land/site contains, or is suspected of containing, contamination (see policy ENV 12: Development of Brownfield Land and Contaminated Sites)
Urban Form/ Townscape Character	Any development which has the potential to adversely affect established good quality urban form/townscape	Minimise impact on the established urban form/townscape where this is of good quality, using the Plan's development design principles (see policy DES 1)
Historic Environment	Any development which has the potential to adversely affect any part of the City's historic environment, including listed buildings, conservation areas, ancient monuments, important archaeological sites and gardens and designed landscapes.	Any potential adverse effects on the setting of historic environment features should be significantly reduced or, if possible, avoided. Environmentally sensitive areas, sites, buildings and structures to be protected and appropriate design measures used (see policies DES 1, DES 3: Protecting and Enhancing the City's Historic Environment, ENV 7, ENV 13: Ancient Monuments and Scheduled Ancient Monuments, ENV 14: Sites of Archaeological Importance and ENV 16: Antonine Wall).
Design	Any development which is poorly designed and which has the potential to adversely impact on the character of the local area	High quality sustainable design required for all developments, regardless of scale (see Plan's design (DES) policies)
Energy Efficiency	Any development which is poorly designed in relation to energy wastage	Buildings to incorporate energy efficiency to reduce carbon emissions, where appropriate (see policies DES 1 and DES 2:)
Renewable Energy	Any development that has the potential to incorporate a renewable energy power source without detriment to the environment	Renewable energy power sources will be encouraged. Certain measures may be required to minimise any impact from emissions, pipework, etc required to facilitate the energy source (see policy ENV 15: Energy)
Environmental Objective	Issue/Potential Impacts	Mitigation Measures required to prevent/reduce or offset significant environmental impacts
Need to Travel/ Alternative Modes of Transport	Any development likely to create significant levels of traffic	<p>Appropriate developments will require to prepare Traffic Assessments as part of the development application submission (see development guide DG/TRANS 1: Transport Assessments)</p> <p>Travel Plans required for certain types of development which will seek to develop mode share, incorporating public transport use, cycling and walking (see Development Guide DG/TRANS 2: Travel Plans)</p> <p>Vehicle/cycle parking to comply with the standards set out in policies TRANS 4: Vehicle Parking Standards and TRANS 6: Cycle Parking Standards</p>

Waste	Any development which will create waste for disposal	<p>Appropriate levels of waste disposal and recycling bins required for all types of residential, and other forms of, development (see policy DES 12: Provision of Waste and Recycling Space)</p> <p>Provision of waste recycling in appropriate developments and locations</p> <p>Measures required at waste disposal and recycling centres to minimise any adverse environmental impacts (see policy ENV 11: Waste Management and Recycling)</p>
Climate Change	Any development which has the potential to contribute to high carbon emission levels	Adopt use of sustainable design and construction techniques to increase energy efficiency and significantly reduce emissions (see Energy Efficiency, above, and policy DES 2)
Pollution	Any development which has the potential to pollute the environment – air, land, water	Appropriate measures required to ensure that all forms of pollution are prevented and monitored (see policies TRANS 9: Air Quality and ENV 5: Flood Prevention and Land Drainage)
Environmental Capacity	Any development which either, individually or cumulatively, would impact on the environment through, e.g. over development and cramming, impact on environmentally sensitive areas and sites, etc	Mitigation required to comply with the Plan's design policies and development guides prepared for areas and sites through, e.g. local development strategies, masterplans, design briefs, etc (see Plan's design policies, ENV 7)
Human Health	Any development which would have a significant adverse impact on the health of humans, the City's flora and fauna and the environment, in general.	Mitigation required through implementation of the Plan's policies

PART 4 – MONITORING AND CONCLUSIONS

11. MONITORING THE STATE OF THE CITY'S ENVIRONMENT/PLAN IMPLEMENTATION

11.1 The SEA Act requires the Council to:

- (1) monitor the significant environmental effects of the implementation of every qualifying plan or programme for which it has carried out an environmental assessment;
- (2) identify any unforeseen adverse effects at an early stage; and
- (3) undertake appropriate remedial action.

11.2 A monitoring and review process has already been introduced for City Plan 1. Annually, a number of reports are prepared for consideration under the banner of City Plan Monitoring. These include issues relating to, population, vacant and derelict land, transportation, the review of effective housing and industrial land, assessment of planning appeals (assesses the effectiveness of City Plan policy) and development activity within the City. This monitoring process will continue.

11.3 It is proposed that the environmental information and indicators contained in Appendix C will be monitored and updated on an on-going basis with a view to ensuring that the Council has an effective method of holding and reviewing relevant information. The information would be used to carry out future SEAs for the City Plan and other strategies, plans and programmes produced by the Council. It is also proposed to keep under review the implementation of the Plan's proposals, etc to ensure that, wherever possible and practicable, environment impacts are minimised.

12. CONCLUSIONS

12.1 The SEA process is now an integral part of the plan preparation process. While elements of the environmental assessment process were adopted during the preparation of City Plan 1, these were not necessarily formally recorded. The SEA of City Plan 2, and subsequent plans, aims to bring greater transparency to the process.

12.2 The SEA of the Plan, while identifying some negative environmental impacts, should have the effect of generally improving environmental conditions throughout the City, particularly in those areas experiencing regeneration and renewal. Changes have been made to the Plan in mitigation of some of the environmental impacts identified through the assessment at the Draft stages (for example, there are new policies in relation to sustainable construction, design and sustainable drainage systems), taking account of comments made by the Consultation Authorities and also from the, Scottish Government Reporters Inquiry Report, the aim being to reduce the City's ecological footprint.

12.3 City Plan 2 sets the development framework within which development will take place during the Plan period (2009-2014) and sets out development proposals which are expected to be delivered during this Plan period. The Plan, however, cannot anticipate all the development schemes which might come forward during this period. Where new schemes do come forward, and they have the potential to have a significant environmental effect, they will be subject to an Environmental Impact Assessment (EIA) (and possibly other forms of assessment).

12.4 The assessment of the Plan's proposals has led to the identification of broad environmental mitigation measures (see Section 10).

STRATEGIC ENVIRONMENTAL ASSESSMENT

APPENDICES

APPENDIX A – OTHER PLANS, PROGRAMMES AND STRATEGIES THAT INFLUENCE CITY PLAN 2

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
INTERNATIONAL		
Habitats Directive (92/43/EEC 1992)	<ul style="list-style-type: none"> • Preserve, protect and improve the quality of the environment, including the conservation of natural habitats and wild fauna and flora • Maintain and restore natural habitats and of wild fauna and flora, working towards ensuring biodiversity and taking account of economic social and cultural requirements and regional and local characteristics 	<ul style="list-style-type: none"> • The protection and conservation of biodiversity
The EC Directive on the Conservation of Wild Birds (79/409/EEC 1979)	<ul style="list-style-type: none"> • Protect, manage and regulate all bird species naturally living in the wild within the European territory of the Member States including the eggs of these birds, their nests and their habitats • Regulate the exploitation of these species 	<ul style="list-style-type: none"> • The protection and conservation of biodiversity
Water Framework Directive (2000/60/EC)	<ul style="list-style-type: none"> • Enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands • Promote the sustainable use of water • Lessen the effects of floods and droughts • Reduce pollution of water • Rationalise and update existing water legislation and introduce a co-ordinated approach to water management, based on the concept of river basin planning 	<ul style="list-style-type: none"> • Flooding and Sewerage Infrastructure • Water Infrastructure
Landfill Directive (1999/31/EC)	Prevent or reduce, as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills	<ul style="list-style-type: none"> • Sustainable Waste Management
Air Quality Framework Directive (96/62/EU) and related Directives	<ul style="list-style-type: none"> • Protect the environment as a whole and human health • Maintain ambient air quality where it is good and improve it in other cases using limit values and/or alert thresholds for ambient air pollution levels • Preserve ambient air quality compatible with sustainable development 	<ul style="list-style-type: none"> • Transport Infrastructure • Remediation of contaminated land and vacant and derelict land
International UN Agreements (Local Agenda 21 (1992) Kyoto Protocol (2005))	Non-binding international agreements regarding sustainability and protecting the environment	<ul style="list-style-type: none"> • Sustainable development
'Meeting the Needs' Priorities, Actions and Targets for Sustainable Development in Scotland (Scottish Government Environment Group, 2002)	<ul style="list-style-type: none"> • Resource Use - encourage the sustainable use of resources • Energy - reduce energy levels and promote the generation of power from renewable sources • Travel - integrate land use and transport 	<ul style="list-style-type: none"> • Sustainable waste management • Renewable energy sources • Public transport infrastructure

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
NATIONAL		
Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997	<ul style="list-style-type: none"> Places a duty on planning authorities to outline proposals for the preservation and enhancement of conservation areas and listed buildings 	<ul style="list-style-type: none"> Listed Buildings and Conservation Areas
Nature Conservation (Scotland) Act 2004	<ul style="list-style-type: none"> Places a duty on all public bodies to further the conservation of biodiversity. In doing so, bodies must have regard to the Scottish Biodiversity Strategy and the United Nations Environmental Programme Convention on Biological Diversity; and Places a requirement on Scottish Ministers to publish a Scottish Biodiversity Strategy and within a year publish lists of priority species and habitats and report every 3 years to Parliament on the implementation of the Strategy 	<ul style="list-style-type: none"> Biodiversity Protection for Sites of Special Scientific Interest. Sites of Importance for Nature Conservation
Ancient Monuments and Archaeological Areas Act 1979	Provides for the 'scheduling' of ancient monuments that are of 'national importance'	<ul style="list-style-type: none"> Scheduled Ancient Monuments and Sites of Archaeological Importance
Water Environment and Water Services (Scotland) Act 2003	<ul style="list-style-type: none"> Protection of the water environment 	<ul style="list-style-type: none"> Flooding and Sewerage Infrastructure
The Land Reform (Scotland) Act 2003	<ul style="list-style-type: none"> Increases the public right of access, within certain controls, to private land Requires the development of core path plans and Local Access Forums 	<ul style="list-style-type: none"> Improving the quality of, and access, to the City's greenspace and path network
Environmental Assessment (Scotland) Act	The Act obliges authorities to consider and consult on the environmental impact of programmes and plans covering agriculture, forestry, fisheries, energy, industry, transport, waste management, telecommunications, tourism, and town and country planning and land use	The SEA Environmental Report for City Plan 2 takes account of significant environmental impacts arising from the Plan's strategic aims and supporting proposals and policies
Environmental Protection Act 1990: Contaminated Land Circular 1/2000	Part IIA of the Act adopts a suitable for use approach, which requires that the risks associated with land contamination are assessed on a site-by-site basis. There are no standards defining what is and is not contaminated land. Part IIA only applies to land with chemical contamination where the contaminants pose an unacceptable risk to human health or the wider environment i.e. where significant pollutant linkages are present	<ul style="list-style-type: none"> Contaminated sites

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
NATIONAL		
National Planning Framework	Planning Framework which guides spatial development of Scotland. It is a material consideration in framing planning policy. The framework identifies key issues and drivers for change, and strategic investment priorities and opportunities for different parts of Scotland, including Glasgow.	<ul style="list-style-type: none"> • Transport Infrastructure • Regeneration of Clyde Waterfront • Water Infrastructure • Vacant and Derelict Land
<p>Scottish Planning Policy (SPPs)/National Planning Policy Guidelines (NPPGs)</p> <p>SPPs/NPPGs relevant to Glasgow are:</p> <p>SPP 1: The Planning System</p> <p>SPP 2: Economic Development</p> <p>SPP 3: Planning for Housing</p> <p>SPP4: Planning for Minerals</p> <p>NPPG 5: Archaeology and Planning</p> <p>SPP6: (Renewable Energy</p> <p>SPP 7: Planning and Flooding</p> <p>SPP 8: Town Centres and Retailing</p> <p>NPPG 10: Planning and Waste Management</p> <p>SPP 10: (Draft) Published August 2006)</p> <p>SPP 11: (Open Space and Physical Activity</p> <p>NPPG 14: Natural Heritage</p> <p>SPP 17: Planning for Transport</p> <p>NPPG 18: Planning and the Historic Environment</p> <p>NPPG 19: Radio Telecommunications</p> <p>SPP 20: Role of Architecture and Design</p> <p>Scotland</p> <p>SPP 21: Green Belts</p>	<p>Provides planning policy guidance on various subjects which Development Plans should adhere to</p> <p>The NPPGs are being replaced by up-to-date SPPs</p>	<ul style="list-style-type: none"> • Economic Development • Housing • Archaeology • Renewable Energy Developments • Flooding • Town Centres and Retailing • Waste Management • Open Space and Physical Activity • Natural Heritage • Transport • The Historic Environment • Radio Telecommunications • Architecture and Design • Green Belt • Minerals

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
NATIONAL		
<p>Planning Advice Notes (PANs).</p> <p>PANs relevant to Glasgow are:</p> <p>PAN 33: Development of Contaminated Land</p> <p>PAN 38: Housing Land</p> <p>PAN 42: Archaeology – The Planning Process and Scheduled Monument Procedures</p> <p>PAN 44: Fitting New Housing Development into the Landscape</p> <p>PAN 45: Renewable Energy Technologies</p> <p>PAN 45: Annex: Planning for Micro Renewables</p> <p>PAN 47: Community Councils and Planning</p> <p>PAN 49: Local Planning</p> <p>PAN 50: Controlling the Environmental Effects of Surface Mineral Workings</p> <p>PAN 51: Planning, Environmental Protection and Regulation</p> <p>PAN 56: Planning and Noise</p> <p>PAN 58: Environmental Impact Assessment</p> <p>PAN 59: Improving Town Centres</p> <p>PAN 60: Planning for Natural Heritage</p> <p>PAN 61: Planning and Sustainable Urban Drainage Systems</p> <p>PAN 62: Radio Telecommunications</p> <p>PAN 63: Waste Management Planning</p> <p>PAN 65: Planning and Open Space</p> <p>PAN 67: Housing Quality</p> <p>PAN 68: Design Statements</p> <p>PAN 69: Planning and Building Standards</p> <p>Advice on Flooding</p> <p>PAN 71: Conservation Area Management</p> <p>PAN 75: Planning for Transport</p> <p>PAN 74: Affordable Housing</p> <p>PAN 76: New Residential Streets</p> <p>PAN 77: Design Safer Places</p> <p>PAN 78: Inclusive Design</p> <p>PAN 79: Water and Drainage</p> <p>PAN 80: Control and Management of Flyposting</p>	Provides planning advice on various topics for Policies and Plans	<ul style="list-style-type: none"> • Contaminated Land • Housing Land and Residential Development • Archaeology • Renewable Energy Technologies and Micro-Renewables • Surface Mineral Workings • Noise • Environmental Impact Assessment • Environmental Protection • Town Centres and Retailing • Natural Heritage • Sustainable Drainage Systems (SUDs) • Radio Telecommunications • Waste Management • Open Space • Design • Flooding • Conservation Areas • Transport • Affordable Housing Requirements • New Residential Streets • Water and Drainage • Flyposting

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
<p>NATIONAL</p> <p>Planning Circulars</p> <p>Circulars relevant to Glasgow:</p> <p>2/2006: Transport Act (Consequential Amendments)(Scotland) Order 2006</p> <p>4/2004: Houses in Multiple Occupation</p> <p>3/2004: Town and Country Planning (Electronic Communications) (Scotland) Order</p> <p>2/2004: SEA for Development Planning</p> <p>3/2003: EIA (Water Management) (Scotland) Regulations</p> <p>15/1999: The Environmental Impact Assessment (Scotland) Regulations</p> <p>10/1999: Planning and Noise</p> <p>9/1999: Indicative Forestry Strategies</p> <p>4/1999: Planning Enforcement</p> <p>7/1998: Town and Country Planning (Use Classes) (Scotland) Amendment Order</p> <p>2/1998: Town and Country Planning (General Permitted Development) (Scotland) Amendment (No 2) Order 1997: Water and Sewerage Authorities: Above Ground Sewerage Works</p> <p>1/1998: Town and Country Planning (Use Classes) Order 1997</p> <p>17/1997: Environmentally Sensitive Areas</p> <p>16/1996: NPPG8 – Retailing</p> <p>1/1988: EC Directive on the Conservation of Wild Birds</p> <p>17/1987: New Provisions and Revised Guidance relating to Listed Buildings in Conservation Areas</p> <p>38/1986: The Location of Major Retail Developments</p> <p>24/1985: Development in the Green Belt</p> <p>9/1985: Single User Sites for High Technology Activities</p> <p>10/1984: Town and Country Planning (Control of Advertisements) (Scotland) Regulations</p>	<p>Circulars providing statements of Scottish Government policy, containing guidance on policy implementation through legislative and procedures</p> <p>It is expected that some circulars will be revised as part of the Scottish Government's modernisation of the planning system</p>	<ul style="list-style-type: none"> • Transport • Multiple Occupation • SEA • EIA • Noise • Forestry • Water and Sewerage • Use Classes Order • Environmentally Sensitive Areas • Habitats and Species • Biodiversity • Retail Development • Development in the Green Belt • Industrial and Business Development • Listed Buildings and Conservation Areas • Advertising

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
NATIONAL		
Memorandum of Guidance on Listed Buildings and Conservation Areas (1998)	Provides Historic Scotland's policy guidance on listed buildings and conservation areas	<ul style="list-style-type: none"> Built Heritage and Historic Environment
SHEP 1 Scotland's Historic Environment (Draft 2006)	Provides a framework for more detailed strategic policies and operational policies that inform the day to day work of a range of organisations that have a role and interest in managing the historic environment	<ul style="list-style-type: none"> Built Heritage and Historic Environment
SHEP 2 Scheduling (2006)	Sets out Scottish Ministers' policy for the identification and designation of nationally important ancient monuments	<ul style="list-style-type: none"> Scheduled Ancient Monuments
SHEP 3 Gardens and Designed Landscapes (Draft 2006)	Sets out Scottish Ministers' policies for gardens and designed landscapes in respect of their identification and protection, the management of change, and how Historic Scotland will implement these policies	<ul style="list-style-type: none"> Designated and proposed Gardens and Designed Landscapes
National Biodiversity Action Plan	Outlines a number of actions with the overall aim of conserving biodiversity for the health, enjoyment and well being of the people of Scotland now and in the future	<ul style="list-style-type: none"> Biodiversity Protection of sites designated for their environmental importance
Scottish Biodiversity Strategy (2004)	Provides guidance on Scotland's biodiversity, issues and opportunities and an agenda for action	<ul style="list-style-type: none"> Biodiversity
National Air Quality Strategy	Improve and protect ambient air quality in order to protect people's health and the environment	<ul style="list-style-type: none"> Transport Infrastructure
Pollution Prevention and Control (Scotland) Regulations 2000	Aims to control pollution from industrial sources. It requires the prevention or reduction of emissions from installations and promotes techniques that reduce the amount of waste and releases overall	<ul style="list-style-type: none"> Sustainable waste management Water and sewerage
National Waste Strategy	Outlines a number of objectives to reduce, manage and dispose of waste in a sustainable way	<ul style="list-style-type: none"> Sustainable waste management
National Transport Strategy	Aims to Improve journey times and connections, reduce emissions and improve quality, accessibility and affordability	<ul style="list-style-type: none"> Transport Infrastructure Sustainable Transport
The Scottish Forestry Strategy	Provides the framework for taking forestry forward through the first half of the century and beyond	<ul style="list-style-type: none"> Protection and enhancement of the City's woodland Biodiversity Improving the quality of, and access, to the City's greenspace and path network
Passed to the Future (Historic Scotland's policy for the sustainable management of the historic environment)	Sets out the Scottish Government's policy for the sustainable management of Scotland's historic environment	<ul style="list-style-type: none"> The protection and enhancement of Glasgow's historic environment
River Basin Management Plan	The Water Framework Directive requires the production of River Basin Management Plans. These plans will set out, amongst other things, the environmental objectives (targets) for all water bodies, present the Programme of Measures (actions) to achieve these objectives and display the monitoring programmes set up to assess progress	<ul style="list-style-type: none"> The protection, improvement and sustainable use of surface waters, transitional waters, and groundwater

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
REGIONAL		
Glasgow and Clyde Valley Area Waste Plan (2003)	Aims to contribute to the sustainable development of the Glasgow and Clyde Valley area by developing waste management systems that will control waste generation, reduce the environmental impacts of waste production, improve resource efficiency, stimulate investment and maximise the economic opportunities arising from waste	<ul style="list-style-type: none"> • Waste Infrastructure • Sustainable Waste Management
Glasgow and the Clyde Valley Structure Plan	<p>Structure Plan sets out a strategic vision for Glasgow and the Clyde Valley and aims to:</p> <ul style="list-style-type: none"> • Increase economic competitiveness; • Promote greater social inclusion and integration; • Sustain and enhance the natural and built environment; and • Integrate land uses and transportation 	<ul style="list-style-type: none"> • Industrial and Business Development/Supply • Protection and enhancement of built and natural environment • Transport Infrastructure • Development on green belt and brownfield land • Housing Land Supply, including Community Growth Areas • Retail Development
Glasgow City Plan 1 (Adopted 2003)	Sets out the City Council's broad development strategy for the next 20 years together with physical development proposals and supporting policies	City Plan 2 rolls forward and updates the development strategy
Glasgow Community Plan (Our Vision 2005-2015)	Overarching framework for achieving improved services in Glasgow across a wide range of issues, including development planning, the central theme of which is inclusiveness and the involvement of communities	<ul style="list-style-type: none"> • Physical, social, economic, cultural and environmental regeneration of Glasgow
The Glasgow City Council Plan	Sets out the Council's key objectives and targets to give direction to those working within the City Council	<ul style="list-style-type: none"> • Sustainable Development • Physical, social, economic, cultural and environmental regeneration of Glasgow
LOCAL		
Air Quality Action Plan for Glasgow (2004)	Outlines a series of actions aimed at reducing air emissions of oxides of nitrogen (NO ₂) within the City Centre Air Quality Management Area within a specified period of time	<ul style="list-style-type: none"> • Transport infrastructure • Traffic Management and proposals to reduce the need to travel by car
Local Housing Strategy (2003-2008) Update published 2005.	Sets out aims for achieving affordable, good quality housing and improved investment and policy effectiveness	<ul style="list-style-type: none"> • Housing provision – the Plan seeks to create sustainable and attractive places which offer a choice of residential environments and provide for all sectors of the housing market
Local Biodiversity Action Plan	Contains a programme of actions to protect and enhance and promote local biodiversity throughout the City. An Audit document was produced in 2001 listing the 3,545 species of animals, plants and fungi recorded within Glasgow (pre and post-1950). The first Progress Report was produced in 2003. A second report summarising progress was produced in 2005	<ul style="list-style-type: none"> • Biodiversity • Protection for Sites of Special Scientific Interest. • Sites of Importance for Nature Conservation • Other sites protected/recognised for their environmental importance, such as wildlife corridors
Waste Strategy Implementation Plan 2003-2006	The Plan aims to meet the targets set out in the National Waste Strategy and the local Glasgow and Clyde Valley Area Waste Plan	<ul style="list-style-type: none"> • Waste Infrastructure • Sustainable Waste Management
Culture and Leisure Services' Strategic Best Value Review and Implementation Plan	Sets out a series of recommendations, tasks and targets relating to, for example, building on the quality and effectiveness of the park service, encouraging greater use of public parks and developing and enhancing the range of facilities and amenities within parks	<ul style="list-style-type: none"> • Greenspace, open spaces and leisure and recreation facilities

Name of Strategy/Plan/Programme/Objective	Relevant Requirement of Strategy/Plan/Programme/Objective	City Plan 2: The Plan takes account of physical planning issues relating to.....
LOCAL		
Access and Walking Strategy (2003)	<p>The Strategy aims to:</p> <ul style="list-style-type: none"> • identify and plan effective access around Glasgow • link the network with green spaces and corridors • provides links to the public transport network • provides a plan for action 	<ul style="list-style-type: none"> • Improving the quality of, and access, to the City's greenspace and path network • Integration of land use with transport
Local Transport Strategy (Consultative Draft) 2006	Sets out the policies, plans and targets for managing, maintaining and developing the transport network in the areas for which it has responsibility	<ul style="list-style-type: none"> • Transport Infrastructure • The integration of land use with transport, and promotion of public transport, walking and cycling
Core Paths Plan	A Core Path Plan for Glasgow will seek to ensure that the public are given reasonable access throughout Glasgow and may include existing designated routes such as rights of way and public paths	<ul style="list-style-type: none"> • Improving the quality of, and access, to the City's greenspace and path network
River Clyde Strategy (2003)	Delivers the City's vision for the River Clyde	<ul style="list-style-type: none"> • Transport Infrastructure • Water Infrastructure
Local Development Strategies	City Plan 1 proposed the preparation of a number of local development strategies for different parts of the City as a means of progressing urban regeneration with input from relevant stakeholders e.g. Community Councils. The strategies will guide development and provide the opportunity to address local environmental issues, such as waste treatment and development of vacant and derelict land	<ul style="list-style-type: none"> • Housing Provision • Improving the quality of, and access, to the City's greenspace and path network • The integration of land use with transport, and promotion of public transport, walking and cycling • Built, Cultural and Natural Heritage • Waste and Water Infrastructure
Conservation Area Appraisals	Conservation Area Appraisals seek to identify an area's character and appearance and identifies how the Council intends to take forward action to preserve and enhance a conservation area	<ul style="list-style-type: none"> • Built Heritage and Historic Environment
Town Centre Action Plans	City Plan 1 proposed the preparation of a number of town centre action plans	<ul style="list-style-type: none"> • Retail Infrastructure
Economic Strategy	Contains a programme of actions to deliver specific goals for achieving sustainable economic growth	<ul style="list-style-type: none"> • The promotion of new employment opportunities and the provision of readily available sites accessible to areas of high unemployment

APPENDIX B: LIST OF STRATEGIC AIMS

People	Create successful, sustainable and attractive places which offer a choice of residential environments and provide for all sectors of the housing market, helping to stabilise Glasgow's population and retain and attract families.
Jobs	Build on Glasgow's distinctive qualities to develop a dynamic, internationally competitive economy that creates wealth and provides good quality, sustainable and accessible work opportunities for all residents of the City.
Heritage and the Built Environment	Protect, enhance and regenerate Glasgow's historic environment, improve the image of the City and ensure that new development is sustainably designed and constructed.
Biodiversity and Greenspace	Further the conservation and enhancement of biodiversity both inside and outside designated areas and extend the multifunctional benefits of the green network to increase the City's attractiveness, help combat flooding and promote local accessibility and leisure opportunities.
Vacant and Derelict Land	Treat and/or realise the development potential of at least 100 hectares of vacant land per annum in support of the Plan's aims.
Energy	Lower the carbon footprint of the City's buildings as a response to climate change through energy efficient designs, increased on-site energy generation and use of low and/or zero carbon technologies.
Transport	Develop the City's transport infrastructure and land use pattern to reduce the need to travel, particularly by car, and to meet the needs of residents, visitors, commerce and industry, in line with sustainable transport objectives.
Retail and Other Town Centre Uses	Sustain and enhance the City Centre, the Town Centres and other shopping locations by promoting high quality, convenient and attractive, retail and commercial facilities to serve all residents and visitors to the City.
Waste Management	Deliver an efficient, cost-effective and sustainable waste management service which will promote an overall reduction in waste by encouraging minimisation, re-use, recycling and energy recovery.
Water Supply	Promote comprehensive coverage of all areas of the City by a water infrastructure network, sufficient to meet the current and planned requirements of the City, to minimise the demand which new development will place on the network and to ensure that Glaswegians benefit from a clean, abundant and healthy water supply.
Drainage and Sewerage	Integrate the need for sustainable wastewater and surface water drainage infrastructure into the spatial planning of the City, facilitate the implementation of flood management schemes and ensure that new development contributes to reducing flood risk and assists in delivering efficient sewer and surface water systems of adequate capacity for all parts of Glasgow.
Information and Communication Technologies	Support the development and use of Information and Communication Technologies.
Other Utilities	Ensure that existing and potential users have access to electricity, gas, telephone and cable networks, and to minimise the visual and other impacts of associated infrastructure.
Education	Improve the quality, range and accessibility of education and related research facilities in the City.
Hospital Provision	The provision of high quality public and private sector hospitals in Glasgow, accessible by sustainable modes of transport.
Culture and Sport	Improvement of the quality, range and accessibility of cultural and sporting facilities in the City.

APPENDIX C: ENVIRONMENTAL INFORMATION

SEA OBJECTIVE	ASSESSMENT CRITERIA Does the aim/policy/proposal....	RELEVANT ENVIRONMENTAL AUDIT FACTOR (Section 7 of SEA Report)	INDICATOR
1. Respect land form, natural processes and systems	Protect landform of the area and ensure that the type of development proposal would be appropriate in this landscape and that it is well integrated?	Landscape, Greenspace, Biodiversity, Flora and Fauna	% of greenfield land released for development % of green space lost as a result of development Amount of open space gained through policy ENV2 % of new developments which incorporate a sustainable drainage system (SUDS)
2. Protect and use soils in a sustainable way	Ensure that development avoids areas with the most valuable soils?	Soils and Minerals	% of agricultural land lost to development
3. Protect and enhance the water environment including river systems	Ensure that all aspects of the water environment are given adequate protection from negative impacts and, where possible, and appropriate, actively enhance the water environment?	Water, Flooding and Sewerage	Number of local areas that are known to be at risk from flooding Number of rivers, lochs, ponds, canals and areas of wetland in Glasgow % of new developments which incorporate a sustainable drainage system (SUDS) Water quality in rivers, canals, freshwater bodies and areas of wetland Frequency of flooding in areas at risk Incidents of water pollution
4. Protect, enhance and where necessary, restore (specified) species and habitats	Protect and, where possible, help to restore species and habitats of significance?	Landscape, Greenspace, Biodiversity, Flora and Fauna	Species (protected by law) which are affected by development Areas designated as Sites of Special Scientific Interest Areas designated as Local Nature Reserves Areas designated as Sites of Landscape Importance Areas designated as Sites of City-wide Importance for Nature Conservation Areas designated as Sites of Local Importance for Nature Conservation Corridors of Wildlife and/or Landscape Importance Areas of Ancient Long-established or Semi-natural Woodland Number of approved Habitat Species Action Plans identified through the Local Biodiversity Action Plan Reported levels of damage to designated sites Number of protected sites in good condition Area of protected sites lost as a result of development The provision of mitigation schemes to protect and enhance biodiversity as a result of development Biodiversity Action Plan targets achieved

SEA OBJECTIVE	ASSESSMENT CRITERIA Does the aim/policy/proposal....	RELEVANT ENVIRONMENTAL AUDIT FACTOR (Section 7 of SEA Report)	INDICATOR
5. Protect, enhance and where necessary, restore landscape character, local distinctiveness and scenic value	Promote the restoration of the character of the landscape?	Landscape, Greenspace, Biodiversity, Flora and Fauna	Landscape character assessment of Glasgow % of greenbelt and green space land lost to development % of agricultural land lost to development
6. Protect, enhance and create green spaces important for recreation and biodiversity	Help to implement the green network and the wider environmental framework of Glasgow?	Landscape, Greenspace, Biodiversity, Flora and Fauna	Amount of green space in Glasgow as a % of total land area % of green space lost as a result of development Amount of open space gained through policy ENV2 Number of historic gardens and designed landscapes Number and distribution of urban parks Number and distribution of country parks Green Belt additions/deletions Number and areas of designated sites – including designated nature conservation sites
7. Regenerate derelict, contaminated or otherwise degraded environments	Help to promote the regeneration of vacant and derelict, contaminated or otherwise degraded land, either for development, restoration to a natural area or recreation use?	Vacant and Derelict Land Contaminated Land	Number and areas of remediated sites within the City boundary Amount of vacant and derelict land within the City boundary Number of contaminated sites within the City boundary Number of sites used for storing hazardous substances e.g. gas
8. Respect and enhance the quality of urban form, settlement pattern and identity	Promote land use change that respects the existing urban form and valuable aspects of existing townscape?	Population and Housing	Incidences where the settlement pattern of Glasgow has been interrupted, particularly in the City Centre Number of development applications accompanied by a design statement Number/types of listed building Number of listed buildings registered as being at risk Number of Conservation Areas Number of Conservation Area Character Appraisals completed Number of Townscape Audits completed Improvements to the Public Realm

SEA OBJECTIVE	ASSESSMENT CRITERIA Does the aim/policy/proposal....	RELEVANT ENVIRONMENTAL AUDIT FACTOR (Section 7 of SEA Report)	INDICATOR
9. Protect, enhance and, where necessary, restore building character and townscape	Promote the protection and enhancement of buildings and their environs, and the valuable aspects of the existing townscape?	Population and Housing	Number/types of listed building Number of listed buildings registered as being at risk Number of Conservation Areas Number of Conservation Area Character Appraisals completed Number of Townscape Audits completed Improvements to the Public Realm
10. Protect, enhance and, where necessary, restore the historic environment	Promote the protection and restoration of important sites of historic importance?	Built Heritage and Historic Environment	Areas with high concentrations of sites of archaeological importance Potential world heritage sites Number/types of listed building Number of listed buildings registered as being at risk Loss or damage to listed buildings and their settings Number of listed building re-used or restored as a result of development Number of scheduled ancient monuments and other archaeological sites and percentage at risk Loss or damage to scheduled ancient monuments and their settings and other archaeological sites Number of historic parks and gardens Loss or damage to historic parks and gardens and their settings Number of Conservation Areas Number of Conservation Areas with Character Appraisals completed Number of Tree Preservation Orders (TPOs) within the City Number of trees covered by TPOs lost to development within the City Areas of ancient, long-established or semi-natural woodland within the City
11. Improve design quality in new development	Contain a requirement that all development has to be designed to a high standard which complements the existing townscape?	Population and Housing	Number of applications accompanied by a design statement Number of developments built using sustainable materials Number of developments built which incorporate energy efficient design

SEA OBJECTIVE	ASSESSMENT CRITERIA Does the aim/policy/proposal....	RELEVANT ENVIRONMENTAL AUDIT FACTOR (Section 7 of SEA Report)	INDICATOR
12. Reduce energy consumption	Include a requirement that all development is designed in such a way that leads to greater energy efficiency?	Climate	Number of developments built which incorporate energy efficient design Number of developments built using sustainable materials Number of green roofs developed Percentage of new buildings which achieve the Research Establishment Environmental Assessment Method (BREEAM) standard *
13. Facilitate renewable energy	Encourage the implementation of renewable energy production methods in appropriate locations?	Climate	Number of renewable energy schemes in the City
14. Reduce the need to travel and journey length	Look to locate housing, employment and services within walking distance of each other so as to avoid the need to use a car?	Retail and Other Town Centre Uses	Securing a mix of uses/destinations in the City Centre and other town centres which would facilitate single trips to a variety of destinations – town centre health checks
15. Encourage a greater proportion of trips to be taken by walking, cycling and use of public transport	Encourage urban form that makes walking or cycling to services possible or locates new development close to public transport?	Transport Infrastructure	Frequency and accessibility of public transport Number of new developments being located in high accessibility areas Number of park and ride facilities within the city Total length of pedestrian/cycle path network in the City Locations and level of traffic congestion
16. Reduce waste	Encourage the reduction of waste and use of recycled materials?	Waste Disposal and Recycling	Number and range of recycling facilities Number of operational recycling/waste disposal and management sites (and any particular reported environmental problems associated with them) Amount and type of waste recycled Amount of waste disposed to landfill % of households with access to kerbside recycling Number of residents who live within 5 miles of amenity/recycling sites Number of reported fly tipping incidents Number of developments which incorporate waste efficiency measures Tonnage / percentage of waste composted

SEA OBJECTIVE	ASSESSMENT CRITERIA Does the aim/policy/proposal....	RELEVANT ENVIRONMENTAL AUDIT FACTOR (Section 7 of SEA Report)	INDICATOR
17. Protect the environment from pollution	Ensure that all potential pollution impacts have been assessed and development promoted in a way that will ensure that pollution does not occur? Where appropriate, has the opportunity to remediate contaminated land been taken?	Air Quality	Air quality levels in City Number and areas of Air Quality Management Areas designated within the city Traffic volume figures Locations and level of traffic congestion Incidents of land pollution investigated by SEPA
18. Prevent environmental capacity from being exceeded and implement the precautionary principle when appropriate	Take account of the attributes of the environment and ensure that the level of development promoted can be accommodated in way that does not put the environment under great pressure?	Population and Housing	Capacity of surface water management system Capacity of sewerage system Number of Surface Water Management Plans prepared Areas experiencing capacity constraints i.e. sewerage capacity
19. Reduce the impacts of climate change	Encourage an urban form and transport solution that will reduce carbon levels and energy use?	Climate	Collection of methane gas from landfill sites Measures implemented to reduce the impact of flooding Air Quality levels in the City Number of developments built which incorporate energy efficient design
20. Create the conditions to improve human health	Does the aim/policy/proposal improve the quality of the built environment and accessibility to facilities? Do they encourage physical activity?	Human Health	Life Expectancy Rates in Glasgow Current key health problems in Glasgow and causes of death Amount of greenspace in Glasgow Number of accessible parks and recreational/cultural facilities in the City Public transport (rail, bus and subway network), path and cycling Network in Glasgow – number of stations, establishment of new railway lines/stations and path and cycling networks Air Quality levels in the City and Number of Air Quality Management Areas

Notes:

The above table of information will act as a mechanism for monitoring and updating the relevant environmental information to the City Plan SEA.

*(BREEAM is a tool that allows the owners, users and designers of buildings to review and improve environmental performance throughout the life of a building).

APPENDIX D: COMPATIBILITY OF STRATEGIC AIMS

City Plan Strategic Aims		People	Jobs	Transport	Retail & Other Town Centre Uses	Energy	Waste Management	Water Supply	Drainage & Sewerage	Education	Hospital Provision	Culture & Sport	ICT	Other Utilities	Heritage and the Built Environment	Biodiversity & Greenspace	Vacant & Derelict Land
1.	People	1	+	+	+	0	0	0	+	+	0	+	+	+	+	Δ-	+
2.	Jobs	+	2	+	?	0	0	0	?	+	0	0	+	+	+	Δ-	+
3.	Transport	+	+	3	+	?	0	0	0	+	0	0	0	0	?	?	+
4.	Retail & Other Town Centre Uses	+	+	+	4	+	0	0	?	0	0	+	0	+	+	?	+
5.	Energy	0	0	0	0	5	0	0	0	0	0	0	0	?	-	+	0
6.	Waste Management	0	0	0	0	+	6	0	0	0	0	0	0	0	0	+	0
7.	Water Supply	+	+	0	?	0	0	7	+	0	0	0	0	0	?	+	+
8.	Drainage & Sewerage	+	+	0	?	0	0	0	8	0	0	+	+	+	?	?	+
9.	Education	+	+	0	0	+	0	0	+	9	0	+	0	0	0	0	+
10.	Hospital Provision	+	+	+	0	+	0	0	+	0	10	0	0	+	?	?	+
11.	Culture and Sport	+	0	+	0	+	0	0	+	0	0	11	0	+	?	?	+
12.	Information & Communication Technologies	0	+	0	-	0	0	0	0	0	+	0	12	+	?	0	0
13.	Other Utilities	+	+	0	+	?	0	0	0	0	0	0	+	13	?	0	0
14.	Heritage and the Built Environment	+	?	0	?	-	0	0	0	0	0	0	0	0	14	+	0
15.	Biodiversity & Greenspace	Δ-	Δ-	0	?	0	0	0	+	0	0	+	0	0	+	15	?
16.	Vacant & Derelict Land	+	+	?	?	0	0	0	+	0	0	+	0	0	+	+	16

The following symbols have been used to illustrate whether the aims will have positive, negative, neutral or unknown effects on the environment:

SEA ASSESSMENT - SYMBOL KEY		
Positive	+	Negative
Potential to be positive	Δ+	Potential to be negative
Neutral	0	Unknown
		?

APPENDIX E - ASSESSMENT OF CITY PLAN 2 STRATEGIC AIMS

STRATEGIC AIM		SEA OBJECTIVES																			
1.	People	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		?	?	+	Δ-	Δ-	+	+	+	+	+	+	+	0	?	+	?	?	?	?	+
		?	?	+	Δ-	Δ-	0	+	+	+	?	+	+	0	?	+	?	?	?	?	+
		+	0	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
		+	+	+	+	+	+	+	+	0	0	+	0	0	0	+	0	+	+	+	+
		0	?	+	?	?	+	+	+	+	+	+	+	0	+	+	?	+	+	+	+
		-	?	0	0	-	0	0	0	0	0	0	+	+	0	0	0	0	0	+	?
		?	?	0	?	-	-	+	-	-	-	0	?	0	+	+	0	?	?	?	?
		0	0	?	0	0	0	+	+	+	+	+	?	0	+	+	0	?	0	?	0
		0	0	0	?	?	?	0	0	0	0	0	+	0	+	+	+	?	?	+	+
		0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+
		+	+	+	+	+	+	+	+	0	0	+	0	0	0	0	0	+	+	+	+
		0	0	0	0	-	0	0	-	-	-	0	0	0	0	0	0	?	0	0	0
		0	0	0	0	0	0	+	0	0	0	0	0	+	0	0	0	0	0	0	0
		?	?	+	?	?	+	?	+	+	0	+	+	0	+	+	0	0	+	?	+
		?	?	+	?	?	0	?	+	+	0	+	+	0	+	+	?	?	+	?	+
		?	?	+	?	?	+	?	+	+	0	+	?	0	+	+	0	0	+	?	+
		?	?	+	?	?	+	?	+	+	0	+	?	0	+	+	0	0	+	?	+
Summary of Environmental Impact		Overall, the aims have a neutral and positive impact on the environment. Some unknown effects, depending on type and/or location of development.																			
Environmental Mitigation Measures		A number of potentially negative impacts have been identified. These impacts should be prevented or minimised through appropriate mitigation measures at project level and the effective application of City Plan policy (See Sections 8 and 10 of SEA Report). Transport Infrastructure – Potential conflict with protecting landscape character, protecting and creating green spaces, urban form, townscape and historic environment. Energy Infrastructure – Potential conflict with protecting landscape character and landscape character. ICT Infrastructure – Potential conflict with protecting landscape character, urban form, townscape and the historic environment.																			

The following symbols have been used to illustrate whether the aims will have positive, negative, neutral or unknown effects on the environment:

SEA ASSESSMENT - SYMBOL KEY			
Positive	+	Negative	X
Potential to be positive	Δ+	Potential to be negative	Δ-
Neutral	0	Unknown	?

Note: Please read Section 8 of the report in conjunction with this appendix.

APPENDIX F – ASSESSMENT OF STRATEGIC POLICIES

City Plan 2's Development Strategy aims to build on Glasgow's strengths and continue to develop sustainable environments that retain people and families in Glasgow and attract new residents, investors and visitors. The Council will encourage the development of attractive, well planned and designed, new neighbourhoods and facilities and will seek to protect and enhance the City's built and natural heritage, community focal points and residential districts. Achieving this will require a balance to be struck between adopting policies encouraging new quality developments in areas where change would be beneficial for the City and those that take a hard line on development that might have an adverse impact on environmental quality, infrastructure, residential amenity or social inclusion.

City Plan 2 incorporates 85 development policies, all of which support the delivery of the Plan's Development Strategy.

The Plan has a system of Development Policy Principles (DPPs) that guide new development. The DPPs are supported by development policies and design guidance covering the following subject areas: Design, Residential, Industry and Business, Retail and Commercial Leisure, Transport and Parking and Environment. An assessment has been carried out on all the policies to determine whether any have the potential to significantly affect the environment.

The following symbols have been used to illustrate whether a strategic policy will have a positive, negative, neutral or unknown effect on the environment.

DEVELOPMENT POLICY PRINCIPLES

There are 12 Development Policy Principles (DPP). The purpose of the DPP policies is to establish, in general terms, whether a development proposal will be acceptable having regard to its location in the City.

The DPP policies are:

- DEV 1 Transport Infrastructure
- DEV 2 Residential and Supporting Uses
- DEV 3 Industry and Business
- DEV 4 Town Centre
- DEV 5 Principal Retail Area (City Centre)
- DEV 6 Principal Office Area (City Centre)
- DEV 7 Other Retail and Commercial
- DEV 8 Mixed Development
- DEV 9 Civic, Hospital and Tertiary Education
- DEV 10 Stadium
- DEV 11 Green Space
- DEV 12 Green Belt

Assessment of Development Policy Principle Policy																				
Policy	SEA Objectives																			Comments/Issues
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
DEV 1	0	0	Δ-	Δ-	Δ-	0	0	0	0	0	0	0	0	+	+	0	?	0	?	?
																				<p>Aim of Policy: To support a sustainable transport network that integrates land use with transport and improves accessibility for Glasgow residents and visitors.</p> <p>Comments/Issues: The assessment indicates that the policy should mainly have a neutral impact on the environment. The policy is likely to have positive environmental effects in relation to objectives 14 and 15 - one of the key principles of the policy is to encourage proposals that continue to support an integrated and sustainable transport network, particularly walking, cycling and public transport. Unknown effects are recorded in relation to pollution, climate change and human health.</p>
DEV 2	0	0	Δ+	Δ+	0	+	+	+	+	0	Δ+	0	Δ+	0	+	0	Δ+	0	Δ+	0
																				<p>Aim of Policy: To seek to preserve and enhance residential amenity, particularly in respect of townscape, landscape and greenspace provision.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive or neutral impact on the environment. There is the potential for positive effects on a range of environmental objectives, including the protection of water and habitats and species, landscape (the Plan encourages the development of brownfield land), the historic environment, energy efficiency, renewable energy, waste, pollution, environmental capacity, climate change and health. The policy requires proposals to address sustainable design and construction principles which should have positive effects on the above factors.</p>
DEV 3	0	0	Δ+	Δ+	0	0	0	0	0	0	+	+	0	0	+	0	Δ+	0	Δ+	0
																				<p>Aim of Policy: To support proposals that modernise industrial and business floorspace or enhance the physical environment and infrastructure within the areas designated for industry and business use.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral impact on the environment. Depending on the type of development there is the potential for positive effects on a range of environmental objectives, including on waste, pollution, environmental capacity and climate change.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DEV 4	0	0	0	0	0	0	+	+	+	+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To retain existing town centres and local centres and improve the quality of their environments and protect the amenity for local residents.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to the regeneration of degraded land, respecting the existing urban form and townscape, safeguarding sites of historic importance, improving design quality and energy efficiency in new development, encouraging the use of public transport, walking and cycling and reducing the need to travel. There is the potential for long term positive impacts in relation to climate change.</p>
DEV 5	0	0	0	0	0	0	0	+	+	+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To promote retail and related developments which preserve or enhance the amenity and urban design quality of the area.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have either a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to the respecting the existing urban form and townscape, safeguarding sites of historic importance, improving design quality and energy efficiency in new development, encouraging the use of public transport, walking and cycling and reducing the need to travel.</p>
DEV 6	0	0	0	0	0	0	0	+	+	+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To promote offices and related developments which maintain and improve the quality of the area.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to the respecting the existing urban form and townscape, safeguarding sites of historic importance, improving design quality and energy efficiency in new development, encouraging the use of public transport, walking and cycling and reducing the need to travel.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DEV 7	0	0	0	0 Δ-	0 Δ-	0 Δ-	0 Δ+	+	0	0	+	+	0	0 Δ-	0 Δ-	0	0	0	0	0	<p>Aim of Policy: To maintain and improve the quality of the environment of areas designated for commercial uses and enhance their amenity and urban design quality.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral or positive impact on the environment. There is however, and depending on location and scale, the potential for negative effects in relation to habitats, landscape character, biodiversity, travel and journey length.</p>
DEV 8	0	0	0	0	0	0	+	+	+	+	+	+	0	0 Δ+	+	0	0	0	0	0	<p>Aim of Policy: To encourage mixed developments that contribute to regeneration and enhances the amenity and urban design quality of the areas.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to the regeneration of degraded land, respecting the existing urban form and townscape, safeguarding sites of historic importance, improving design quality and energy efficiency in new development, encouraging the use of public transport, walking and cycling and potentially reducing the need to travel.</p>
DEV 9	0	0	0	0	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To maintain and improve the quality of the environment by supporting development that will enhance the amenity and urban design quality of the wider area.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to respecting the existing urban form and townscape, safeguarding sites of historic importance, improving design quality and energy efficiency in new development.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DEV 10	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	0	0	0	Aim of Policy: To support development appropriate to these areas and which enhances the amenity and urban design quality of the surrounding areas. Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. The policy is likely to have a positive effect in relation to improving design quality and energy efficiency in new development.
DEV 11	+	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	+	+	Aim of Policy: To retain and enhance the City's green network in order to protect and enhance biodiversity, and enhance access to the range of facilities covered by the greenspace designation. Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to the protection of landform, soils, water, habitats and species, greenspace, landscape character, reducing impacts of climate change and enhancing conditions for human health.
DEV 12	+	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	+	+	Aim of Policy: To retain and enhance the quality of green belt land, which will remain primarily in use for agriculture, forestry, leisure and recreation and other relevant countryside uses. Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to the protection of landform, soils, water, habitats and species, greenspace, landscape character, reducing impacts of climate change and enhancing conditions for human health.
Summary of Environmental Impact	Overall, the Development Policy Principle policies are likely to have either a positive or neutral effect on the City's environment.																				
Environmental Mitigation Measures	Environmental mitigation measures should be identified and applied within individual development applications, or through masterplans, etc.																				

DESIGN

The Plan contains 10 DESIGN policies ranging from outlining development and design principles to designing for accessible homes.

The Design policies are:

DES 1	Development Design Principles
DES 2	Sustainable Design and Construction
DES 3	Protecting and Enhancing the City's Historic Environment
DES 4	Protecting and Enhancing the City's Natural Environment
DES 5	Development and Design Guidance for the River Clyde and the Forth and Clyde Canal Corridors
DES 6	Public Realm and Lighting
DES 7	Developments Affecting City Centre Lanes, Wynds and Courtyards
DES 8	Signs and Advertising
DES 9	Alterations to Shops and Other Commercial Buildings
DES 10	External Fittings to Buildings
DES 11	Tall Buildings
DES 12	Provision of Waste and Recycling Space

Assessment of Design Policy																						
Policy		SEA Objectives																			Comments/Issues	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
DES 1		0	0	0	0	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To promote new development which is designed and constructed to contribute positively towards the creation of high quality environments and sustainable places.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to respecting existing urban form and townscape, safeguarding and enhancing sites of historic importance, improving design quality and energy efficiency in new development.</p>
DES 2		0	0	+	0 Δ+	0	0	0	+	+	+	+	+	0	0	0	0 Δ+	0 Δ+	0	0 Δ+	0 Δ+	<p>Aim of Policy: To ensure that the development and regeneration of the City is undertaken in a manner that embraces sustainable design and construction.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a positive and neutral impact on the environment. The policy is likely to have a positive effect in relation to enhancing the water environment, respecting existing urban form and townscape, safeguarding and enhancing sites of historic importance, improving design quality and energy efficiency in new development. Depending on the type or location of development, there is the potential for positive effects in relation to habitats and species, reducing waste, climate change and health. For example, the implementation of measures such as green roofs or designing for surface water management is likely to have a long term positive impact on drainage, the protection of biodiversity, reducing waste and the effects of pollution and climate change and enhancing human health.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DES 3	0	0	0	0	0	0 Δ+	0	+	+	+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To preserve and enhance the character and appearance of conservation areas and protect their settings, to protect the special architectural and historic interest of the City's listed buildings, to protect ancient monuments and to protect and preserve archaeological remains.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. The policy is likely to have a positive effect in relation to enhancing the water environment, respecting existing urban form and townscape, safeguarding and enhancing sites of historic importance, improving design quality and energy efficiency in new development. Depending on the type of development there is the potential for positive effects on greenspace. Certain areas of greenspace contain sites of archaeological importance, buildings of historic importance or are located within designated conservation areas.</p>
DES 4	+	+	+	+	+	+	0 Δ+	+	0	0 Δ+	0	0	0	0	0	0	0 Δ+	0	+	+	<p>Aim of Policy: To ensure all developments have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form and architectural styles, provides shelter, creates local identity and promotes biodiversity.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive or neutral effect on the environment. The policy is likely to have a positive effect in relation to protecting landform, soil, water, habitats and species, greenspace, landscape, urban form, climate change and health. Depending on the location of development there is the potential for positive effects on regenerating degraded land, sites of historic importance and reducing the effects of pollution.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DES 5	0	0	+	0	+	0	0	+	+	+	+	+	0	0	+	0	0	0	0	0	<p>Aim of Policy: To protect and enhance the function and character of the River Clyde and Canal Corridors by supporting developments which, as appropriate, provide public access to, from and along the River and Canal, protect and enhance existing prominent views and promote community, leisure and recreational activities on and beside the water.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to enhancing the canal and river watersides, landscape character, enhancing urban form and townscape, protecting historical features and improving design quality and energy efficiency in new development. The policy also seeks to encourage an urban form which makes walking and cycling more attractive.</p>
DES 6	0	0	0	0	0	0	0	+	+	+	+	?	0	0	0	0	0	0	0	0	<p>Aim of Policy: To create the highest possible quality of public realm (including public art) and ensure that the design of lighting schemes minimises light pollution, does not impact on the amenity of neighbours and, in relation to architectural lighting installations, protects architectural and townscape quality.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to urban form and townscape, sites of historic importance and design quality. Depending on the type of development it is unknown what impact the policy might have in relation to energy efficiency.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DES 7	0	0	0	0	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To restore and enhance the environment of the Outstanding Central Conservation Area and improve permeability.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a positive or neutral impact on the environment. The policy is likely to have a positive effect in relation to urban form and townscape, the historic environment, design quality and energy efficiency in new development.</p>
DES 8	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that signs and advertising are displayed without detracting from visual amenity or compromising public safety.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral effect on the environment. It is likely to have a positive effect in relation to design quality and depending on the type and location of development has the potential to have a positive impact on townscape and the historic environment.</p>
DES 9	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that alterations enhance the appearance of buildings and the street scene, generally, and cause no disamenity to neighbours.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral effect on the environment. It is likely to have a positive effect in relation to design quality and depending on the type and location of development has the potential to have a positive impact on townscape and the historic environment.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
DES 10	0	0	0	0	0	0	0	0	Δ+	0	+	Δ+	+	0	0	0	0	0	0	0	Aim of Policy: To ensure that the addition of external fittings does not detract from the appearance of buildings and the general street scene. Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. It is likely to have a positive effect in relation to design quality and renewable energy. Depending on the type and location of a proposal the policy has the potential to have a positive impact in relation to townscape, the historic environment and energy efficiency.
DES 11	+	0	0	0	0	0	Δ+	Δ+	+	+	Δ+	Δ+	Δ+	Δ+	Δ+	?	?	Δ+	Δ+	0	Aim of Policy: To identify opportunities for development of tall buildings and establish the criteria to be observed in promoting their suitability. Comments/Issues: The application of the policy to siting tall buildings sensitively could have a number of positive impacts.
DES 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	Aim of Policy: To ensure that adequate provision is made within all new developments for waste storage, recycling and collection. Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment.
Summary of Environmental Impact	Overall, the Design policies will have a positive or neutral effect on the environment. The policies aim to ensure that high standards of urban design are met through new development. New development should respect existing local character, townscape and built form while protecting aspects of the natural environment.																				
Environmental Measures	None identified.																				

RESIDENTIAL

The Plan contains 16 RESIDENTIAL policies. These range from those which provide guidance and criteria on the density of new housing development, residential layouts, and provision of recreational greenspace in new housing development, to those which provide detailed guidance on house extensions, etc.

The Residential policies are:

RES 1	Residential Density
RES 2	Residential Layouts
RES 3	Residential Development in the City Centre
RES 4	Barrier Free Homes
RES 5	Conversion and Subdivision to Residential Use
RES 6	Residential Development in Lanes and Gardens
RES 7	Car Free Housing
RES 8	Short Stay Serviced Apartments
RES 9	Retention of Traditional Sandstone Buildings Outside Conservation Areas
RES 10	Multiple Occupancy
RES 11	Commercial Uses in Residential Property
RES 12	Non Residential Development within Residential Areas
RES 13	Day Care Nurseries
RES 14	Care in the Community Developments
RES 15	Guest Houses
RES 16	Alterations to Dwellings and Gardens

Assessment of Residential Policy																					
Policy	SEA Objectives																			Comments/Issues	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
RES 1	0	0	0	0	0	0	0	+	+	+	+	0	0	+	+	0	0	0	0	0	<p>Aim of Policy: To ensure that all new development provides an appropriate urban scale and townscape form in order to consolidate and/or enhance the traditional urban structure and create high quality, sustainable, new environments.</p> <p>Comments/Issues: The assessment indicates that the policy either has a positive or neutral, impact on the environment. The policy is likely to have a positive effect in relation to urban form and townscape, the historic environment and reducing the need to travel and encouraging journeys to be taken by public transport, walking and/or cycling.</p>
RES 2	0	0	+	0 Δ+	0 Δ+	0 Δ+	0	0 Δ+	0 Δ+	0 Δ+	+	+	0	0	0	0 Δ+	0	0	0	0	<p>Aim of Policy: To provide high quality residential environments that minimise environmental impacts and create neighbourhoods and buildings that are attractive to live in.</p> <p>Comments/Issues: The assessment indicates that the policy has mainly a neutral impact on the environment. The policy is likely to have a positive effect in relation to water and drainage, design quality and energy efficiency in new development. Depending on the type and location of development, there is the potential for positive effects in relation to landscape, greenspace, habitats and species, urban form and townscape, the historic environment and domestic waste.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
RES 3	0	0	+	0 Δ+	0	0 Δ+	0	0 Δ+	0 Δ+	0 Δ+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To ensure that the amenity of new residential development in the City Centre is of good quality in relation to its location and surrounding uses.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. The policy is likely to have a positive effect in relation to water and drainage, improving design quality and energy efficiency in new development and reducing the need to travel and encouraging journeys to be taken by public transport, walking and/or cycling. Depending on the type and location of development, there is the potential for positive effects in relation to habitats and species, greenspace, urban form and townscape and the historic environment.</p>
RES 4	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	0	0	+	<p>Aim of Policy: To provide a range of housing suitable, or readily adaptable, for mobility impaired residents, within both the private as well as the public new build sector.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to improving design quality and energy efficiency in new development and improving human health.</p>
RES 5	0	0	0	0	0	0	0	0	0 Δ+	0 Δ+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that conversions and subdivisions result in good quality, accommodation with the same facilities and level of residential amenity as new housing.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. It is likely to have a positive effect in relation to improving design quality and energy efficiency. Depending on the type and location of development, there is the potential for positive effects in relation to townscape and the historic environment.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
RES 6	0	0	0	0	0	0	0	0 Δ+	0 Δ+	0 Δ+	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that development in lanes and gardens does not result in overdevelopment and that residential amenity for existing and future residents is of a high quality.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to improving design quality and energy efficiency in new development. Depending on the type of development, there is the potential for positive effects in relation to urban form and townscape and the historic environment.</p>
RES 7	0	0	+	0	0	0	0	0 Δ+	0 Δ+	0 Δ+	+	+	0	+	+	0 Δ+	0	0	0 Δ+	0	<p>Aim of Policy: To provide a range of residential accommodation, while minimising traffic generation and enabling space which would otherwise be used to park cars to be used for other purposes.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a positive or neutral effect on the environment. The policy is likely to have a positive effect in relation to water and drainage, improving design quality and energy efficiency in new development and reducing the need to travel and encouraging journeys to be taken by public transport, walking and/or cycling. Depending on the type and location of development, there is the potential for positive effects in relation to urban form and townscape and the historic environment as well as waste and climate change.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
RES 8	0	0	0	0	0	0	0	0	Δ+	Δ+	Δ+	Δ+	Δ+	Δ+	0	0	0	0	Δ+	0	<p>Aim of Policy: To ensure that residential amenity within a block of flats is not adversely affected by the introduction of flats used principally as a form of hotel accommodation</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a mainly positive impact on the environment, particularly in relation to protecting the built environment</p>
RES 9	0	0	0	0	0	0	0	+	+	+	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To retain and enhance the City's historic environment, townscape and areas of character.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. The policy is likely to have a positive effect in relation to urban form, building character and townscape and the historic built environment.</p>
RES 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that there is a balance between the demand for multiple occupancy and the need to ensure that the stability of neighbourhoods and the residential amenity of properties and streets is not adversely affected by a concentration of multiple occupancies.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment.</p>
RES 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure residential amenity in flat properties is not adversely affected by the introduction of commercial uses or operators.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
RES 12	0	0	0	0	0	0	0	0	0	0	+	0 Δ +	0 Δ +	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that any type of development proposed within a residential area is compatible with the area and does not lead to an unacceptable erosion in the area's residential amenity.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to design quality. Depending on the type and location of development, there is the potential for positive effects in relation to energy efficiency and renewable energy.</p>
RES 13	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that nurseries provide satisfactory accommodation for children, while not detracting from the amenity of neighbours or from pedestrian or traffic safety.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to design quality and energy efficiency in new development.</p>
RES 14	0	0	0	0	0	0	0	0	0	0	+	+	0	+	0	0	0	0	0	0	<p>Aim of Policy: To ensure that all developments enjoy a high level of residential amenity and do not detract from the amenity of neighbours.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to design quality and energy efficiency in new development and reducing the need to travel.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
RES 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Δ+	0	0	0	0	Aim of Policy: To support the promotion of appropriate tourist facilities in the City while ensuring the preservation of residential amenity of housing areas. Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. Depending on the location and type of development, there is the potential for positive effects in relation to encouraging a greater proportion of journeys to be taken by public transport, walking or cycling.
RES 16	0	0	0	0	0	0	0	+	+	0	+	0	0	0	0	0	0	0	0	0	Aim of Policy: To ensure that the visual amenity of residential buildings and areas is not adversely affected by over-dominant extensions and that residential amenity is maintained both for the property itself and for neighbouring properties. Comments/Issues: The assessment indicates that the policy is likely to have mainly a neutral effect on the environment. It is likely to have a positive effect in relation to urban form and townscape and design quality.
Summary of Environmental Impact	Overall, the residential policies are likely to have a neutral, or a positive effect on the environment.																				
Environmental Mitigation Measures	None identified.																				

INDUSTRY AND BUSINESS

The Plan contains 10 INDUSTRY AND BUSINESS policies. These range from identifying strategic industrial and business areas which are crucial to the economic competitiveness of the City, to detailed criteria for assessing development applications relating to low amenity industrial operations.

The Industry and Business policies are:

- | | |
|-------|--|
| IB 1 | Industrial and Business Land Supply |
| IB 2 | Strategic Industrial and Business Areas |
| IB 3 | Safeguarded High Amenity Locations |
| IB 4 | Office and Business Class Developments |
| IB 5 | Non-Industrial or Non-Business Uses in Industrial and Business Areas |
| IB 6 | Local Industrial and Business Uses |
| IB 7 | Live-Work Units |
| IB 8 | Telecommunications |
| IB 9 | Low Amenity Industrial Operations |
| IB 10 | Minerals, Land Fill and Land Raise |

Assessment of Industry & Business Policy																				
Policy	SEA Objectives																			Comments/Issues
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
IB 1	0	0	Δ-	Δ-	Δ-	0	+	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that the City has an adequate supply and distribution of industrial and business sites.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment. It is likely to have a positive effect on in relation to promoting degraded or vacant and derelict land.</p>
IB 2	0	0	0	0	0	0	+	0	0	0	+	+	0	0	0	Δ+	0	0	0	<p>Aim of Policy: To safeguard Strategic Industrial and Business Areas for industrial and business development.</p> <p>Comments/Issues: The assessment indicates that the policy has a mainly neutral impact on the environment. It is likely to have a positive effect in relation to promoting the regeneration of degraded land or vacant and derelict land and enhancing design quality and energy efficiency in new development. Depending on the type and location of development, there is the potential for positive effects in relation to reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
IB 3	Δ-	0	? Δ-	--	Δ-	-	0	0	0	0	+	+	0	0 Δ+	0 Δ+	0	?	0	?	0	<p>Aim of Policy: To safeguard the City's high amenity industrial and business locations.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment. It is likely to have a positive effect in relation to improving design quality and energy efficiency in new development but could have a negative effect in relation to the loss of greenspace. Depending on the type of development, there is the potential for negative effects in relation to landform and landscape character. There is also the potential for positive effects in relation to reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. There are some unknown effects in relation to water, habitats and species, pollution and climate change due to insufficient information available. Mitigation measures, such as landscaping, habitats survey, replacement of greenspace and sustainable drainage should be incorporated into development proposals through masterplanning.</p>
IB 4	0	0	0	0	0	0	0 Δ+	0 Δ+	0 Δ+	0	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To maintain and enhance the strategic office function of the City Centre and Principal Office Area and ensure that office and business developments elsewhere in the City reflect the spatial priorities of the City Plan and are at an appropriate scale and density.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment. It is likely that it will have a positive effect in relation to reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. Depending on the type and location of development, there is the potential for positive effects in relation to degraded land, urban form and townscape.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
IB 5	0	0	0	0	0	0	0 Δ+	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To provide the context for assessing non-industrial or business uses in areas covered by policy DEV 3.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment. Depending on the type and location of development, there is the potential for positive effects in relation to degraded land. The re-use of land and premises, in the long term, could have a positive effect on the environment.</p>
IB 6	0	0	0	0	0	0	0 Δ+	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To provide the context for assessing non-industrial or business proposals for land and premises currently or last in industrial or business use.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment. Depending on the type and location of development, there is the potential for positive effects in relation to degraded land. The re-use of land and premises, in the long term, could have a positive effect on the environment.</p>
IB 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To identify the factors to be considered when assessing proposals for live-work units.</p> <p>Comments/Issues: The assessment indicates that the policy will have mainly a neutral impact on the environment.</p>

[illegible]

RETAIL AND COMMERCIAL LEISURE

The Plan contains 11 RETAIL AND COMMERCIAL LEISURE policies ranging from the adoption of a sequential approach to the selection of sites for new retail, commercial leisure and other key town centres uses, to detailed guidance regarding the use of shops and design of shopfronts.

The Retail and Commercial Leisure policies are:

SC 1	The City's Network of Centres
SC 2	Policy Objectives for Tier 1 and 2 Town Centres
SC 3	The Sequential Approach for Retail and Commercial Leisure Developments
SC 4	Large Scale Retail or Commercial Leisure Development
SC 5	Town Centre Action Plans, Local Development Strategies and Masterplans
SC 6	Retention of Retail and Commercial Leisure Floorspace within Tier 1-3 Town Centres
SC 7	Protection and Promotion of Local Shopping Centres and Local Shops
SC 8	Sales of Goods in Large Retail Stores Outwith Town Centres
SC 9	Retail Development – Related Matters
SC 10	Non-Retail Uses in Tier 1, 2 and 3 Centres
SC 11	Food, Drink and Entertainment Uses

Assessment of Retail & Commercial Leisure Policy																					
Policy	SEA Objectives																				Comments/Issues
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
SC 1	0	0	0	0	0	0	+	+	0 Δ+	0 Δ+	0	0	0	+	+	0	0	0	0	0	<p>Aim of Policy: To categorise the Centres within Glasgow in relation to their role and range of functions.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a impact on the environment. It is likely to have a positive effect in relation to the regeneration of previously used land, urban form and reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. Depending on the type and location of development, there is the potential for positive effects in relation to townscape and the historic environment.</p>
SC 2	0	0	0	0	0	0	+	+	0 Δ+	0 Δ+	0	0	0	+	+	0	0	0	0	0	<p>Aim of Policy: To encourage and maintain a network of adequate local shopping and related facilities to meet the needs of the whole population of Glasgow.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to the regeneration of previously used land, urban form and reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. Depending on the type and location of development, there is the potential for positive effects in relation to townscape and the historic environment.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
SC 3	0	0	0	0	0	0	+	+	0	+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To set out the City's sequential approach to selecting appropriate sites for new retail, commercial leisure and other key town and City Centre uses.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to the regeneration of previously used land, urban form, ensuring high standards of design quality and energy efficiency in new development and reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling.</p>
SC 4	Δ-	0	Δ-	Δ-	Δ-	0	0	+	+	0	+	0	0	0 Δ-	0 Δ-	0	0	0	0	0	<p>Aim of Policy: To promote suitable opportunities for development, to address shortfall in provision, and set out the criteria for the assessment of large scale retail and commercial leisure developments.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to urban form, townscape and design quality. Depending on the type and location of development, there is the potential for negative effects in relation to landform, water, greenspace and landscape. There is also the potential for negative effects in relation to reducing the need to travel and encouraging journeys to be taken by other forms of transport. It is unknown what effect the policy might have on vacant and derelict land. This would depend on the location of development. City Plan 2 does not contain any specific large scale retail development proposals, however, development applications could be submitted during the life of the Plan.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
SC 5	0	0	0	0	0	0	Δ+	+	+	Δ+	+	+	0	+	+	0	0	0	0	0	<p>Aim of Policy: To promote the development and enhancement of Town Centres.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to enhancing urban form and townscape, design quality and energy efficiency, reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. Depending on the type and location of development there is the potential for positive effects in relation to degraded land and the historic environment.</p>
SC 6	0	0	0	0	0	0	+	+	+	0 Δ+	0	0	0	+	+	0	0	0	0	0	<p>Aim of Policy: To protect the significant retail or leisure components of Town Centres.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to the regeneration of previously used land, enhancing urban form and townscape, design quality and energy efficiency, reducing the need to travel and encouraging a greater proportion of journeys to be taken by public transport, walking and cycling. Depending on the type and location of development, there is the potential for positive effects in relation to degraded land and the historic environment.</p>
SC 7	0	0	0	0	0	0	+	0	0	0	0	0	0	+	0	0	0	0	0	0	<p>Aim of Policy: To support and protect the retail function of existing local shopping parades.</p> <p>Comments/Issues: The assessment indicates that the policy will have a neutral impact on the environment. It is likely to have a positive effect in relation to the regeneration of previously used land and reducing the need to travel.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
SC 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure that goods sold in large edge-of/out-of-centre retail stores do not impact on the vitality and viability of existing retailing within Town Centres.</p> <p>Comments/Issues: The assessment indicates that the policy will have a neutral impact on the environment.</p>
SC 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To protect Town Centres from retail proposals which could, individually or cumulatively, impact upon their vitality and viability.</p> <p>Comments/Issues: The assessment indicates that the policy will have a neutral impact on the environment.</p>
SC 10	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	<p>Aim of Policy: To support the maintenance and enhancement of the vitality and viability of all Town Centres through encouraging an appropriate balance and diversity of uses within each Centre, including the retention of a suitable level of retail activity.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to reducing the need to travel.</p>
SC 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Δ-	0	0	0	<p>Aim of Policy: To guide the location of food, drink and entertainment uses, taking into account the local problems which can arise from a concentration of such uses.</p> <p>Comments/Issues: The assessment indicates that the policy mainly has a neutral impact on the environment. Depending on the type and location of development, there is the potential for negative effects in relation to pollution, particularly noise and/or cooking fumes.</p>
Summary of Environmental Impact																					Overall, the Retail and Commercial Leisure policies will have a neutral impact on the environment. The policies aim to protect existing town centres and retain their vitality and viability. They also seek to avoid unacceptable adverse effects on the natural and built environments.
Environmental Measures																					Environmental Mitigation None identified. See Table 11.

TRANSPORT AND PARKING

The Plan contains 11 TRANSPORT AND PARKING policies. These range from protecting transport routes to providing guidelines for vehicle parking and cycle parking standards.

The Transport and Parking policies are:

- TRANS 1 Transport Route Reservations
- TRANS 2 Development Locational Requirements
- TRANS 3 Traffic Management and Traffic Calming
- TRANS 4 Vehicle Parking Standards
- TRANS 5 Providing for Pedestrians and Cycling in New Development
- TRANS 6 Cycle Parking Standards
- TRANS 7 International Freight Transport Facilities
- TRANS 8 Developer Contributions – Transport Infrastructure
- TRANS 9 Air Quality
- TRANS 10 Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments
- TRANS 11 Permanent and Temporary Public Car Parks

Assessment of Transport and Parking Policy																					
Policy	SEA Objectives																				Comments/Issues
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
TRANS 1	Δ-	0	Δ-	Δ-	?	0	+	0 Δ+	0	0	0 Δ+	0 Δ-	0	+	Δ+	0	?	0	?	+	Aim of Policy: To ensure proposed transport routes are safeguarded from development that would prejudice their implementation and ensure former rail formations, with the potential for transport use, are protected. Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to the regeneration of degraded land, ensuring that new development reduces the need to travel and encourages a greater proportion of trips to be taken by public transport, walking and cycling and enhancing human health. Depending on the type and location of development, there is the potential for positive effects in relation to urban form and design quality. However, there is the potential for a negative effect in relation to reducing energy consumption. It is unknown what effect the policy might have in relation to landscape, pollution and climate change.
TRANS 2	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	Aim of Policy: To ensure significant travel generating development is located in the right places, and at a suitable density, to secure sustainable travel patterns. Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to ensuring that new development reduces the need to travel and encourages a greater proportion of trips to be taken by public transport, walking and cycling.

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
TRANS 3	0	0	0	0	0	0	0	+	0	0	0	0	0	0	+	0	0	0	0	+	<p>Aim of Policy: To ensure major development proposals include appropriate traffic management/calming in their layouts.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to urban form, encouraging urban form that makes walking and cycling and access to public transport possible, and enhancing human health.</p>
TRANS 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure vehicle parking provisions support sustainable transport objectives.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment.</p>
TRANS 5	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	+	<p>Aim of Policy: To ensure new developments are designed to facilitate and promote walking and cycling.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to reducing the need to travel and encouraging urban form that makes walking and cycling and access to public transport possible and enhancing human health.</p>
TRANS 6	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	<p>Aim of Policy: To ensure minimum levels of cycle parking are provided in new development in order to support sustainable transport objectives.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to reducing the need to travel and encouraging urban form that makes cycling possible.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
TRANS 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure Glasgow's international transport facilities are safeguarded in the interests of economic competitiveness and sustainable transport objectives.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral impact on the environment.</p>
TRANS 8	0	0	0	0	0	0	0	0	0	0	0	0	0	Δ+	0	0	0	0	0	0	<p>Aim of Policy: To ensure the delivery of sustainable transport solutions in new development.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. Depending on the type and location of development, it is likely to have a positive effect in relation to reducing the need to travel and encouraging urban form that makes walking and cycling and access to public transport possible.</p>
TRANS 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0	?	0	<p>Aim of Policy: To ensure account is taken of air quality in new development.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to pollution. The policy requires development proposals to identify mitigation measures to prevent or reduce any adverse impacts. It is unknown what effect the policy will have on climate change as there is little or no information available at the local level.</p>
TRANS 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<p>Aim of Policy: To ensure retail and commercial leisure developments incorporate adequate provision for taxis/private hire vehicles.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral impact on the environment.</p>

[illegible]

ENVIRONMENT

The Plan contains 15 ENVIRONMENT policies ranging from those dealing with developments related to greenbelt and greenspace, areas of land covered by environmental protection designations, to waste management.

The Environment policies are:

ENV 1	Open Space Protection
ENV 2	Open Space and Public Realm Provision
ENV 3	Development in the Green Belt
ENV 4	Sustainable Drainage Systems (SUDS)
ENV 5	Flood Prevention and Land Drainage
ENV 6	Biodiversity
ENV 7	National, Regional and Local Environmental Designations
ENV 8	Trees, Woodland and Hedgerows
ENV 9	Allotments
ENV 10	Access Routes and Core Path Network
ENV 11	Treatment of Waste and Recycling Materials
ENV 12	Development of Brownfield Land and Contaminated Sites
ENV 13	Ancient Monuments and Scheduled Ancient Monuments
ENV 14	Sites of Archaeological Importance
ENV 15	Energy
ENV 16	The Antonine Wall
ENV 17	Protecting the Water Environment

Assessment of Environment Policy																					
Policy	SEA Objectives																				Comments/Issues
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
ENV 1	+	+	+	+	+	+	0	+	+	+	0	0	0	0	0	0	Δ+	0	Δ+	+	<p>Aim of Policy: To ensure that areas of formal and informal open space are protected from inappropriate development, in order to maintain or enhance the quality of life, health, well being and amenity of the communities they serve and also promote sustainability and biodiversity.</p> <p>Comments/Issues: The assessment indicates that the policy will mainly have a positive or neutral impact on the environment. It is likely to have a positive effect in relation to landform, landscape, greenspace, water, habitats and species, urban form and townscape, the historic environment and human health. The policy has the potential to have a positive effect in the long term in relation to reducing the effects of pollution and climate change.</p>
ENV 2	0	0	+	+	0	+	Δ+	+	+	+	+	+	0	+	+	0	Δ+	0	0	+	<p>Aim of Policy: To ensure that new development contributes to improving the City's environment through the provision and maintenance of high quality open spaces and areas of public realm that are well-designed, accessible, safe and available for community use.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive impact in relation to water, habitat and species, greenspace, urban form and townscape, the historic environment, design quality and energy efficiency, reducing the need to travel, encouraging walking and cycling and health. The policy has the potential to have a positive effect in the long term in relation to regeneration of degraded land and reducing the effects of pollution</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 3	+	+	+	+	+	+	0	+	0	0	0 Δ+	0 Δ+	0 Δ+	0 Δ-	0 Δ+	0	?	0	+	+	<p>Aim of Policy: To protect and enhance the character and landscape setting of the City and provide access to open spaces around Glasgow, as part of the wider Glasgow and Clyde Valley Green Network, and to help support regeneration and planned growth to the most appropriate locations in the City.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive impact on the environment. It is likely to have a neutral effect in relation to the regeneration of degraded land, townscape, the historic environment, reducing waste and promoting environmental capacity. Depending on the type and/or location of proposals within areas of open space the policy has the potential to have a positive effect in relation to enhancing design quality, reducing energy consumption and facilitating renewable energy methods and encouraging urban form that makes walking and cycling and access to public transport possible. There is the potential for the policy to have a negative effect in relation to reducing the need to travel. It is unknown what effect the policy might have in relation to pollution.</p>
ENV 4	+	+	+	+	+	+	0	0	0	0	+	+	0	0	0	0	0	0	Δ+	0	<p>Aim of Policy: To ensure satisfactory sustainable measures are provided for the management and safe disposal of surface water run-off.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have either a positive or neutral impact on the environment. It is likely to have positive effects in relation to landform, soil, water quality and drainage, habitats and species, landscape, greenspace, design quality and energy efficiency. Depending on the type and/or location of proposals, there is the potential for a positive effect in relation to climate change.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 5	+	+	+	+	+	+	0	0	0	0	+	0	0	0	0	0	+	0	Δ+	+	<p>Aim of Policy: To safeguard all development from the risk of flooding and to ensure new development does not have an adverse impact on the water environment, does not materially increase the probability of flooding elsewhere and does not interfere detrimentally with the storage capacity of any functional flood plain or associated water flows.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have either a positive or neutral impact on the environment. It is likely to have positive effects in relation to landform, soil, water quality and drainage, habitats and species, landscape, greenspace, design quality, pollution, climate change and human health. In the long term, there is the potential for positive effects in relation to contributing towards reducing the effects of climate change.</p>
ENV 6	+	+	+	+	+	+	+	0	0	0	0	0	0	0	0	0	+	0	Δ+	+	<p>Aim of Policy: To protect and enhance Glasgow's habitats and species.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive impact on the environment. It is likely to have positive effects in relation to landform, soil, water, habitats and species, landscape, greenspace, degraded land, pollution and human health.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 7	+	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0	+	0	Δ+	+	<p>Aim of Policy: To maintain, protect and enhance National, regional and local sites of landscape, cultural or nature conservation importance.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have either a positive or neutral impact on the environment. It is likely to have positive effects in relation to landform, soil, water quality and drainage, habitats and species, landscape, greenspace, design quality, pollution and human health. In the long term, there is the potential for positive effects in relation to contributing towards reducing the effects of climate change.</p>
ENV 8	+	+	+	+	+	+	0	+	+	+	0	0	0	0	0	0	+	0	Δ+	+	<p>Aim of Policy: To protect trees, woodlands and hedgerows from inappropriate development.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a positive effect on the environment. It is likely to have positive effects in relation to landform, soil, water quality and drainage, habitats and species, landscape, greenspace, urban form and townscape, the historic environment, pollution and human health. In the long term, there is the potential for positive effects in relation to contributing towards reducing the effects of climate change.</p>
ENV 9	0	0	+	+	0	+	+	0	0	0	0	0	0	+	+	+	0	0	0	+	<p>Aim of Policy: To protect and enhance allotment provision within the City.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have either a positive or neutral impact on the environment. It is likely to have positive effects in relation to water and drainage, habitats and species, greenspace, regenerating degraded land, reducing the need to travel and encouraging greater access to public transport, walking and cycling, reducing waste and enhancing human health.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 10	0	0	0	0	0	0	0	+	+	0	+	0	0	+	+	0	0	0	0	+	<p>Aim of Policy: To develop a network of accessible paths for the benefit of the City's residents and visitors.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to urban form and townscape, design quality, reducing the need to travel and encouraging greater access to public transport, walking and cycling, reducing waste and enhancing human health.</p>
ENV 11	0	0	0	0	Δ-	0	0	0	0	0	+	0	0	0	0	+	0	0	Δ+	0	<p>Aim of Policy: To ensure that the City can accommodate an appropriate range of facilities and sites to treat and recycle domestic and commercial/ industrial waste, without detriment to the environment.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to have a neutral impact on the environment. It is likely to have positive effects in relation to design quality and energy efficiency in new development as well as reducing waste. Depending on the type and/or location of development there is the potential for a negative effect in relation to landscape character. However, the policy encourages development proposals within existing industry and business areas and aims to minimise visual and environmental impact. In the long term, there is the potential for positive effects in relation to contributing towards reducing the effects of climate change.</p>
ENV 12	0	+	Δ+	0	Δ+	Δ+	+	0	0	0	0	0	0	0	0	0	+	0	0	+	<p>Aim of Policy: To encourage the reuse of brownfield land and ensure that redevelopment of former industrial and other potentially contaminated sites addresses any on-site contamination.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to soil, regeneration of degraded land and reducing the effects of pollution. Depending on the type and/or location of proposals there is the potential for a positive effect in relation to drainage and water quality, greenspace and landscape character.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 13	0	0	0	0	+	+	0	+	0	+	0	0	0	0	0	0	0	0	0	+	<p>Aim of Policy: To protect and enhance the City's ancient monuments and sheduled ancient monuments and their settings.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. It is likely to have a positive impact in relation to landscape character and greenspace, urban form, the historic environment and human health.</p>
ENV 14	0	0	0	0	+	+	0	+	0	+	0	0	0	0	0	0	0	0	0	+	<p>Aim of Policy: To protect the City's historic environment and archaeology.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to landscape character and greenspace, urban form, the historic environment and human health.</p>
ENV 15	0	0	0	0	Δ-	0	0	0	0	0	+	+	+	0	0	0	+	0	+	Δ+	<p>Aim of Policy: To reduce the carbon footprint of the City's buildings through energy effient design, increased renewable energy generation and use of low and/or zero carbon technologies.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral impact on the environment. It is likely to have a positive effect in relation to design quality and energy efficiency in new development, renewable energy, reducing the effects of pollution and climate change. Depending on the type and/or location of proposals there is the potential for a negative effect in relation to landscape character. However, depending on the type and location of development, there is the potential for a positive effect in the long term in relation to human health.</p>

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Comments
ENV 16	0	0	0	0	+	+	0	+	0	+	0	0	0	0	0	0	0	0	0	+	<p>Aim of Policy: To protect the archaeological remains, the line and setting of the Antonine Wall including those sections which are not scheduled.</p> <p>Comments/Issues: The assessment indicates that the policy is likely to mainly have a neutral effect on the environment. It is likely to have a positive impact in relation to landscape character and greenspace, urban form, the historic environment and human health.</p>
ENV 17	+	0	+	+	Δ+	Δ+	0	0	0	0	0	0	0	0	0	Δ+	+	Δ+	Δ+	+	<p>Aim of Policy: To ensure new development does not have an adverse impact on the water environment by preventing the deterioration of aquatic ecosystems and enhancing their quality, including groundwater, promoting sustainable water use, reducing pollution and mitigative against the impact of extreme weather events.</p> <p>Comments/Issues: The assessment indicates that the policy will have a positive or neutral effect on a significant number of the environment objectives, or a potentially positive impact on the objectives, such as on biodiversity and climate change.</p>
Summary of Environmental Impact																					Overall, the Greenspace, Landscape and Environment policies will have a neutral or positive impact on the environment. The principle role of the policies is to protect and enhance the natural environment and discourage development that may have a significant adverse effect on the City's environment.
Environmental Mitigation measures																					None identified. See Table 11.

APPENDIX G – ASSESSMENT OF PROPOSALS

A comprehensive assessment of the Plan's proposals has been carried out. This appendix records whether each proposal is likely to have a direct or indirect, permanent or temporary, short, medium or long term impact on the environment. A summary of the assessment, which also indicates alternative options considered, is contained in section 8 of the SEA Report. The following symbols have been used to illustrate whether a proposal will have a positive, negative, neutral or unknown effect on the environment. The location of the proposals is shown on the Plan's Proposals Map.

SEA ASSESSMENT – SYMBOL KEY	
Positive	+
Potential to be positive	Δ+
Neutral	0
Negative	-
Potential to be negative	Δ-
Unknown	?

CITY PLAN 2 PROPOSALS

Theme	Ref.	Proposal
People	A	Robroyston/Millerston Community Growth Area
	B	Broomhouse/Baillieston/Carmyle Community Growth Area
	C	Easterhouse/Gartloch Community Growth Area
	D	Glasgow Housing Association Redevelopment Areas
Jobs	E	Phase 3 Strategic Industry and Business Sites
Environment	F	Central Govan Conservation Area
	G	Local Nature Reserves
	H	Designed Gardens and Landscapes
	I	Antonine Wall World Heritage Site
Infrastructure	J	Clyde Fastlink Extension
	K	Easterhouse Regeneration Route
	L	Gartloch Road Upgrade
	M	Crookston Spine/Bus Link Road
	N	Robroyston/Millerston Bus Access Road
	O	Blackhill Road Upgrade(Summerston)
	P	Other Road Upgrades
	Q	Park and Ride Facilities
	R	Yorkhill Kelvingrove Tourist Link
	S	Kenmuir Road Waste Recycling Park
	T	Upgrading of Waste Recycling Centres
	U	Toryglen Regional Indoor Football Training Facility
	V	Surface Water Management Plans

PEOPLE

PROPOSAL A: ROBROYSTON/MILLERSTON COMMUNITY GROWTH AREA

Context: The requirement for Community Growth Areas is identified through the Joint Structure Plan. Three areas within Glasgow have been identified as meeting the Structure Plan criteria for Community Growth Areas, including at Robroyston/Millerston. The growth areas are required to permit the Structure Plan Area to accommodate shortfalls in new house building up to 2018. The Joint Structure Plan requires a masterplan to be prepared for each Community Growth Area.

See City Plan 2, People, paragraphs 3.25-3.39. See also paragraphs 8.7-8.18 in this report on the Joint Structure Plan SEA.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area is located in the north east side of Glasgow co-terminus with East Dunbartonshire Council and is characterised by undulating countryside comprising of small elongated hills. Issues: Although the specific development sites have yet to be established, development in the area has the potential to impact on the natural undulating land form. Mitigation Required: Yes. Minimise re-grading of land to retain the natural landform.
2. Soils	0	0	0	Environmental Features: Area contains some Class 3 (Land Capable of Producing a Moderate Range of Crops) and 5 (Land Only Suited to Improved Grassland and Rough Grazings) Agricultural Land. There is no prime quality agricultural land in the area. (Source - Macaulay Institute Soil Survey of Scotland) Issues: The loss of land to development will not give rise to the loss of valuable agricultural land. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: Area contains the Standburn watercourse to the north. This leads to the River Kelvin via the Gadloch and Garnkirk Burn to the south and east of the area. There is also a pond within Robroyston Park. The SEPA Flood Risk Map indicates that some low lying areas are susceptible to the risk of flooding. Issues: Although the impacts of development on water in the area cannot be predicted with any certainty, water run-off will require to be dealt with effectively. Mitigation Required: Yes. Sustainable drainage will require to be incorporated into development to ensure any run-off is minimised. A hydrology study may be required if development is likely to affect natural hydrology systems. If appropriate, measures will be required to minimise contamination or pollution of water supplies or watercourses.
4. Habitats	Direct Δ -	Permanent Δ -	Medium Term Δ -	Environmental Features: The area contains a number of protected sites at Millerston Wetlands (C-SINC), Robroyston Park (C-SINC and LNR) and Auchinleck Meadow (L-SINC). The area also contains green belt land and greenspaces. Issues: The impact of development on any habitats is unknown at this time and should be dealt with via the masterplan. The proposal must safeguard the designated Corridors of Wildlife and/or Landscape Importance. Mitigation Required: Yes. Safeguarding of environmentally sensitive areas, such as Millerston Wetlands is required. Strengthening of the greenbelt edge required through masterplanning. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.

5. Landscape	Direct Δ -	Permanent Δ -	Medium Term Δ -	<p>Environmental Features: The area is characterised by undulating countryside comprising of small elongated hills. It contains a number of protected sites at Millerston Wetlands (C-SINC), Robroyston Park (C-SINC and LNR) and Auchinleck Meadow (L-SINC). The area also contains green belt land and greenspaces.</p> <p>Issues: Potential adverse impacts on designated areas of landscape importance. Development is likely to have a visual impact when seen from outlying districts, including from East Dunbartonshire.</p> <p>Mitigation Required: Yes. High quality landscaping and tree planting is required to reduce development impact and development must be sited to ensure protection of areas of designated areas of landscape importance.</p>
6. Greenspace	Direct -	Permanent -	Long Term -	<p>Environmental Features: The area contains Sites of Special Landscape Importance which consist of areas of green belt land and greenspaces.</p> <p>Issues: New development will reduce the amount of greenspace in this part of the City.</p> <p>Mitigation Required: Yes. Development will be expected to incorporate greenspace provision which links to the existing network of greenspaces and provides for walking and cycling routes and links to local facilities including the town centre and Robroyston Park. Environmentally sensitive and protected sites to be safeguarded.</p>
7. Regeneration of Degraded/Previously Used Land	0	0	0	<p>Environmental Features: The area contains little vacant land.</p> <p>Issue: The vacant land should be incorporated into the wider development concept for the area for improvement.</p> <p>Mitigation Required: None.</p>
8. Urban Form	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area, i.e. the older communities of Millerston, Barmulloch and Auchinairn and also with the new Robroyston community.</p>
9. Townscape	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area in respect of townscape form and landscape.</p>
10. Historic Environment	?	?	?	<p>Environmental Features: Area contains a B Listed Building and a number of features of archaeological importance in the area, including Wallace's Well and Robroyston House.</p> <p>Issues: Development will require to preserve the known historic features and their settings.</p> <p>Mitigation Required: Yes. All historic features and their settings should be safeguarded from adverse impacts from development.</p>
11. Design Quality	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to meet high standards.</p> <p>Mitigation Required: Yes. High quality layout and design is required in line with policy DES 1: Development Design Principles and other Plan policies.</p>

12. Energy Efficiency	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Potential to accept development which fails to incorporate energy efficient design. Mitigation Required: Yes. Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: There are unknown opportunities in the area to promote renewable energy sources. Mitigation Required: None.
14. Reduce the Need to Travel	?	?	?	Environmental Features: There are a number of existing walking and cycling routes throughout the area as well as bus routes. The Cumbernauld rail line passes through the area, however, there is no station at present. The main road network consists of the M80 Bypass and Bishopbriggs Relief Road. There are few community facilities in the area at present. Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure, including public transport and park and ride schemes, and community infrastructure, such as shops. Mitigation Required: Yes. Public transport, in the form of a higher frequency of bus services, the planned development of a new bus access road, a new rail station at Robroyston (and park and ride facility) and community infrastructure require to be addressed in the masterplan and developers will be expected to contribute towards their implementation.
15. Alternative Modes of Transport	Direct Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: There are a number of existing walking and cycling routes throughout the area as well as bus routes. The Cumbernauld rail line passes through the area, however, there is no station at present. The main road network consists of the M80 Bypass and Bishopbriggs Relief Road. Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure. Mitigation Required: Yes. Developers will be expected to encourage public transport use by promoting bus patronage and by assisting the development of new transport infrastructure in the area, including walking and cycling routes. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.
16. Reduce Waste	Indirect -	Permanent -	Long Term -	Environmental Features: Kerbside recycling facilities are provided within this area and a multi-purpose recycling facility is situated within the Robroyston centre. Issues: Enlargement of the community will lead to an overall increase in mainly household waste. This will be collected and treated outside the area. Mitigation Required: Yes. Developers will be required to provide appropriate domestic waste and recycling facilities in line with policy DES 12: Provision Of Waste and Recycling Space.
17. Pollution	?	?	?	Environmental Features: No data available for this area. Issues: The effects of mainly residential development will largely be confined to carbon emissions from houses and cars. Mitigation Required: Yes. The development of energy efficient houses, and use of public transport, will help to mitigate against carbon emissions.

18. Environmental Capacity	Direct Δ-	?	?	<p>Environmental Features: Landform. Landscape and areas of environmental sensitivity.</p> <p>Issues: Potential to overdevelop within the area to the detriment of the environment and important environmental features. As development will be located close to the City boundary and countryside which will be retained in the long term, particularly within East Dunbartonshire, it will be important to ensure that the scale of development near the countryside is low density with high quality landscaping to soften its impact.</p> <p>Mitigation Required: Yes. The masterplan must ensure that overdevelopment does not take place and should define the appropriate densities for particular areas taking the above factors into account. Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs, etc.</p>
19. Climate Change	?	?	?	<p>Environmental Features: No data available for this area.</p> <p>Issues: Potential to add to carbon emissions and increase the City's ecological footprint.</p> <p>Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.</p>
20. Human Health	?	?	?	<p>Environmental Features: No detailed data available for the Robroyston/Millerston area relating to human health although the Scottish Public Health Observatory provides information relating to postcode areas.</p> <p>Issues: Potential to develop facilities which encourage physical activity and exercise.</p> <p>Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of existing and new communities. Mitigation also required through the implementation of the Plan's policies.</p>

PROPOSAL A: SUMMARY OF ASSESSMENT

The assessment highlights that the development of the Community Growth Area at Robroyston/Millerston has the potential to impact in a number of ways which could adversely affect the environment. While, to a large extent, these can be mitigated through the masterplan process and by adopting the standards required of the policies contained in City Plan 2, the area will undergo significant change which will be irreversible, e.g. the permanent loss of green belt land.

The further development of the local public transport system in Robroyston, in particular, will help to meet the goal of reducing the impacts of car borne commuting. It will be important that the masterplan has a strong sustainable design emphasis to ensure the area is not overdeveloped and is of a scale, layout and design which is commensurate with its peripheral location close to permanent countryside. The masterplan will, amongst other things, require to address the list of issues identified in this Report (see paragraph 8.16). City Plan 2's development design and sustainable design and construction principles should feature strongly in the masterplan to ensure the development of energy efficient homes, sustainable drainage and the minimisation of the area's ecological footprint.

PROPOSAL B: BROOMHOUSE/BAILLIESTON/CARMYLE COMMUNITY GROWTH AREA

Context: The requirement for Community Growth Areas is identified through the Joint Structure Plan. Three areas within Glasgow have been identified as meeting the Structure Plan criteria for Community Growth Areas, including at Broomhouse/Baillieston/Carmyle. The growth areas are required to permit the Structure Plan Area to accommodate shortfalls in new house building up to 2018. The Joint Structure Plan requires a masterplan to be prepared for each Community Growth Area.

See City Plan 2, People, paragraphs 3.25-3.39. See also paragraphs 8.7-8.18 in this report on the Joint Structure Plan SEA.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area is located on the eastern fringe of the City co-terminus with North and South Lanarkshire Councils and consists of undulating countryside surrounding built up areas. Issues: Although the specific development sites have yet to be established, development in the area has the potential to impact on the natural undulating land form. Mitigation Required: Yes. Minimise re-grading of land to retain the natural landform.
2. Soils	0	0	0	Environmental Features: The area is predominantly built-up, however, there is a small area of land to the east which is Class 3 (Land Capable of Producing a Moderate Range of Crops) Agricultural Land. There is no prime quality agricultural land in the area. (Source - Macaulay Institute Soil Survey of Scotland) There is also some previously developed land that may require remediation (see 7 below). Issues: The loss of land to development will not give rise to the loss of valuable agricultural land. Mitigation Required: Possible, but likely to be confined to small sites previously in other uses, e.g. quarrying.
3. Water	?	?	?	Environmental Features: The River Clyde flows to the south of the community growth area with the North Calder Water to the north. There is also a pond within Calderpark. The SEPA Indicative Flood Risk Map indicates that some low lying areas are susceptible to the risk of flooding, particularly near Carmyle. Issues: Although the impacts of development on water in the area cannot be predicted with any certainty, water run-off will require to be dealt with effectively. Mitigation Required: Yes. Sustainable drainage will require to be incorporated into development to ensure any run-off is minimised. A hydrology study may be required if development is likely to affect natural hydrology systems. If appropriate, measures will be required to minimise contamination or pollution of water supplies or watercourses.

4. Habitats	Direct Δ -	Permanent Δ -	Medium Term Δ -	<p>Environmental Features: The area contains Ancient, Long-Established and Semi-Natural Woodland at either side of the M74, some of which are covered by Tree Preservation Orders. The area also contains Sites of Importance for Nature Conservation, including Kenmuir Wood (C-SINC), Daldowie Woodland (C-SINC), Calderpark Zoo (L-SINC), North Mount Vernon Woodland (L-SINC), Early Braes (L-SINC), Burntbroom (L-SINC) and Boghall Road Grassland (L-SINC). The Airdrie/Coatbridge rail and M73 and M74 motorways are designated as Corridors of Wildlife and/or Landscape Importance.</p> <p>Issues: The impact of development on any habitats is unknown at this time and should be dealt with via the masterplan. The proposal must safeguard environmentally sensitive areas.</p> <p>Mitigation Required: Yes. Safeguarding of environmentally sensitive and protected sites, such as Kenmuir Wood.</p> <p>Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.</p>
5. Landscape	Direct Δ -	Permanent Δ -	Medium Term Δ -	<p>Environmental Features: The area consists of undulating countryside with some built up areas. It contains Sites of Special Landscape Importance south of the rail line as well as Ancient, Long-Established and Semi-Natural Woodland at either side of the M74, some of which are covered by Tree Preservation Orders. The area also contains Sites of Importance for Nature Conservation, including Kenmuir Wood (C-SINC), Daldowie Woodland (C-SINC), Calderpark Zoo (L-SINC), North Mount Vernon Woodland (L-SINC), Early Braes (L-SINC), Burntbroom (L-SINC) and Boghall Road Grassland (L-SINC).</p> <p>Issues: Development within the area is unlikely to significantly affect designated areas of landscape importance, although some detriment could occur.</p> <p>Mitigation Required: Yes. High quality landscaping and tree planting is required to reduce development impact and development must be sited to ensure protection of designated areas of landscape importance.</p>
6. Greenspace	Direct -	Permanent -	Long Term -	<p>Environmental Features: The area contains green belt and a number of greenspaces which include Sites of Special Landscape Importance at the former Glasgow Zoo site, the land around Daldowie Crematorium and land between Kenmuir Farm and Carmyle. The area also contains Calderpark which is a Local Site of Importance for Nature Conservation (L-SINC).</p> <p>Issues: New development will reduce the amount of green space in this part of the City.</p> <p>Mitigation Required: Yes. Development will be expected to incorporate greenspace provision which links to the existing network of greenspaces and provides for walking and cycling routes and links to local facilities including to Baillieston town centre. Environmentally sensitive and protected sites to be safeguarded.</p>
7. Regeneration of Degraded/Previously Used Land	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: There are a number of vacant and derelict sites within the area.</p> <p>Issues: Potential for development to reduce the amount of vacant land in the area.</p> <p>Mitigation Required: Where possible and practicable, vacant land should be incorporated into the wider development concept for the area for improvement. If appropriate, a contamination study should investigate where land/site contains, or is suspected of containing contamination, and identify remedial action.</p>

8. Urban Form	Direct $\Delta +$	Permanent $\Delta +$	Long Term $\Delta +$	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area, i.e. the older communities of Millerston, Barmulloch and Auchinairn and also with the new Robroyston community.</p>
9. Townscape	Direct $\Delta +$	Permanent $\Delta +$	Long Term $\Delta +$	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area in respect of townscape form and landscape.</p>
10. Historic Environment	?	?	?	<p>Environmental Features: Area contains the Category A Listed Daldowie Dovecot, Category B Listed Building Daldowie Crematorium and Category C Listed Boghall Steading Courtyard Block..</p> <p>Issues: Limited impact. Development will require to preserve the known historic features and their settings.</p> <p>Mitigation Required: Yes. All historic features and their settings should be safeguarded from adverse impacts from development.</p>
11. Design Quality	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to meet high standards.</p> <p>Mitigation Required: Yes. High quality layout and design is required in line with policy DES 1: Development Design Principles and other Plan policies.</p>
12. Energy Efficiency	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to incorporate energy efficient design.</p> <p>Mitigation Required: Yes. Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.</p>
13. Renewable Energy	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: There are unknown opportunities in the area to promote renewable energy sources.</p> <p>Mitigation Required: None.</p>
14. Reduce the Need to Travel	?	?	?	<p>Environmental Features: The road network in the area includes the M73 and M74 motorways. The Glasgow-Motherwell rail line passes through the area with a station at Baillieston. There are also bus routes and walking and cycling routes.</p> <p>Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure.</p> <p>Mitigation Required: Yes.</p> <p>Public transport, in the form of a higher frequency of bus services and greater use of the existing rail station, require to be addressed in the masterplan.</p> <p>Developers will be expected to encourage public transport use, provide walking and cycling routes and access to adequate social and community facilities with links to existing networks.</p>

15. Alternative Modes of Transport	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: The road network in the area includes the M73 and M74 motorways. The Glasgow-Motherwell rail line passes through the area with a station at Baillieston. There are also bus routes and walking and cycling routes.</p> <p>Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure.</p> <p>Mitigation Required: Yes. Developers will be expected to encourage public transport use by promoting bus patronage and by assisting the development of new transport infrastructure in the area, including walking and cycling routes. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.</p>
16. Reduce Waste	Indirect -	Permanent -	Long Term -	<p>Environmental Features: Kerbside recycling facilities are provided within this area as well as a number of multi-purpose recycling sites located throughout the area. Greenoakhill tip, which occupies a large area within the green belt, is located in the area west of Broomhouse.</p> <p>Issues: Enlargement of the community will lead to an overall increase in mainly household waste. This will be collected and treated outside the area. The Plan includes a proposal to develop a waste recycling park at Kenmuir Road within the area (see Proposal S below).</p> <p>Mitigation Required: Yes. Developers will be required to provide appropriate domestic waste and recycling facilities in line with policy DES 12: Provision of Waste and Recycling Space.</p>
17. Pollution	?	?	?	<p>Environmental Features: No data available for this area.</p> <p>Issues: The effects of mainly residential development will largely be confined to carbon emissions from houses and cars.</p> <p>Mitigation Required: Yes. The development of energy efficient houses, and use of public transport, will help to mitigate against carbon emissions.</p>
18. Environmental Capacity	Direct Δ-	?	?	<p>Environmental Features: N/A</p> <p>Issues: Potential to overdevelop within the area to the detriment of the environment and important environmental features. As development will be located close to the City boundary and countryside which will be retained in the long term, it will be important to ensure that the scale of development near the countryside is low density with high quality landscaping to soften its impact.</p> <p>Mitigation Required: Yes. The masterplan must ensure that overdevelopment does not take place and should define the appropriate densities for particular areas taking the above factors into account. Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs, etc.</p>
19. Climate Change	?	?	?	<p>Environmental Features: No data available for this area.</p> <p>Issues: Potential to add to carbon emissions and increase the City's ecological footprint.</p> <p>Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.</p>

20. Human Health	?	?	?	<p>Environmental Features: No detailed data available for the Broomhouse/Baillieston/Carmyle area relating to human health although the Scottish Public Health Observatory provides information relating to postcode areas.</p> <p>Issues: Potential to develop facilities which encourage physical activity and exercise.</p> <p>Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of existing and new communities. Mitigation also required through the implementation of the Plan's policies.</p>
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PROPOSAL B: SUMMARY OF ASSESSMENT

The assessment highlights that the development of the Community Growth Area at Broomhouse/Baillieston/ Carmyle has the potential to impact in a number of ways which could adversely affect the environment. While, to a large extent, these can be mitigated through the masterplan process and by adopting the standards required of the policies contained in City Plan 2, the area will undergo significant change which will be irreversible, e.g. the permanent loss of green belt land.

The masterplan will be responsible for defining specific areas suitable for development having regard to the landscape designations and existing communities, including the recently developed site at Broomhouse East, which was released for development through City Plan 1. There is scope to capitalise on the existing transport infrastructure and it will also be necessary to ensure that any new development minimises its impact on water. Any release identified at Carmyle will be subject to careful scrutiny with regard to flooding, safeguarding the Carmyle Chord rail route (see policy TRANS 1: Transport Route Reservations) and other environmental considerations. Similarly, any release identified on the eastern fringes of the area which slopes towards the motorways will require to be treated sensitively to minimise visual impact and to retain valuable landscape features, wherever possible, e.g. hedgerows.

As with the other Community Growth Areas, it will be important that the masterplan has a strong sustainable design emphasis to ensure the area is not overdeveloped and is of a scale, layout and design which is commensurate with its peripheral location close to permanent countryside. The masterplan will, amongst other things, require to address the list of issues identified in this Report (see paragraph 8.16). City Plan 2's development design and sustainable design and construction principles should feature strongly in the masterplan to ensure the development of energy efficient homes, sustainable drainage and the minimisation of the area's ecological footprint.

PROPOSAL C: EASTERHOUSE/GARTLOCH COMMUNITY GROWTH AREA

Context: The requirement for Community Growth Areas is identified through the Joint Structure Plan. Three areas within Glasgow have been identified as meeting the Structure Plan criteria for Community Growth Areas, including at Easterhouse/Gartloch. The growth areas are required to permit the Structure Plan Area to accommodate shortfalls in new house building up to 2018. The Joint Structure Plan requires a masterplan to be prepared for each Community Growth Area.

See City Plan 2, People, paragraphs 3.25-3.39. See also paragraphs 8.7-8.18 in this report on the Joint Structure Plan SEA.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area is located on the eastern fringe of the City co-terminus with North Lanarkshire Council and consists of undulating countryside and a loch surrounding built up areas. Issues: Although the specific development sites have yet to be established, development in the area has the potential to impact on the natural undulating landform. Mitigation Required: Yes. Minimise re-grading of land to retain the natural landform.
2. Soils	0	0	0	Environmental Features: Area contains some Class 3 (Land Capable of Producing a Moderate Range of Crops) and 5 (Land Only Suited to Improved Grassland and Rough Grazings) Agricultural Land. There is no prime quality agricultural land in the area (Source - Macaulay Institute Soil Survey of Scotland). Issues: The loss of land will not give rise to the loss of valuable agricultural land. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: The area contains Bishops Loch (LNR), Hogganifield Loch (LNR) and Frankfield Loch (C-SINC). There is also a pond at Provan Hall and Gartloch Pool. The SEPA Flood Risk Map indicates some areas prone to flooding. Issues: Although the impacts of development on water in the area cannot be predicted with any certainty, water run-off will require to be dealt with effectively. The area has a sensitive hydrology north of Easterhouse. Mitigation Required: Yes. Sustainable drainage will require to be incorporated into development to ensure any run-off is minimised and a hydrology study will be required as part of the masterplan. If appropriate, measures will be required to minimise contamination or pollution of water supplies or watercourses.

4. Habitats	Direct Δ -	Permanent Δ -	Medium Term Δ -	<p>Environmental Features: Sites protected for their nature conservation importance exist within the area. It contains Bishop Loch (SSSI and LNR), Frankfield Loch (C-SINC), Hogganfield Loch (LNR), Cardowan Moss (LNR) and Lethamhill Golf Course (Part C-SINC). There are also areas of established woodland designated as Ancient, Long-established or Semi-natural woodland as well as woodland covered by tree preservation orders. There is a substantial water environment within the Bishop's Loch area. Areas contain habitats, including open water, grassland and woodland.</p> <p>Issues: The impact of proposed development on any habitats in the area is unknown at this time and should be dealt with via the masterplan. The proposal must safeguard important habitats and the designated Corridors of Wildlife and/or Landscape Importance.</p> <p>Mitigation Required: Yes. Safeguarding of environmentally sensitive sites, such as Bishop Loch. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.</p>
5. Landscape	Direct Δ -	Permanent Δ -	Medium Term Δ -	<p>Environmental Features: The area consists of undulating countryside with some built up areas. The area as a whole is designated as a Site of Special Landscape Importance. It also contains other protected sites, including Bishop Loch (SSSI and LNR), Frankfield Loch (C-SINC), Hogganfield Loch (LNR), Cardowan Moss (LNR) and Lethamhill Golf Course (Part C-SINC). There are also areas of established woodland designated as Ancient, Long-established or Semi-natural woodland as well as woodland covered by tree preservation orders. There is a substantial water environment within the Bishop's Loch area. The area also contains green belt land and greenspaces.</p> <p>Issues: Due to the nature of the area and the large areas designated as important landscape features, development has the potential to harm elements of the natural environment.</p> <p>Mitigation Required: Yes. High quality landscaping and tree planting is required to reduce development impact and development must be sited to ensure protection of areas of designated areas of landscape importance, including from indirect activity, e.g. effects on water environment and hydrology.</p>
6. Greenspace	Direct -	Temporary -	Medium Term -	<p>Environmental Features: The area contains green belt and a number of greenspaces. Recreational uses include the Lethamhill golf course at Hogganfield and Hogganfield Park. Frankfield Lochs and Bishop Loch are also popular recreational destinations and there are several rights of way, particularly around Bishop Loch, Hogganfield Park, Craigend Wood, Lochwood Plantation and the grounds of the former Gartloch Hospital.</p> <p>Issues: New development will reduce the amount of green space in this part of the City.</p> <p>Mitigation Required: Yes. Development will be expected to incorporate greenspace provision which links to the existing network of greenspaces and provides for walking and cycling routes and links to local facilities including to Easterhouse town centre.</p>

7. Regeneration of Degraded/Previously Used Land	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: There are a number of vacant and derelict sites in the area.</p> <p>Issues: Potential for development to reduce the amount of vacant land in the area.</p> <p>Mitigation Required: Where possible and practicable, vacant land should be incorporated into the wider development concept for the area for improvement. If appropriate, a contamination study should investigate where land/site contains, or is suspected of containing, contamination and identify remedial action. Environmentally sensitive and protected sites to be safeguarded.</p>
8. Urban Form	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area, i.e. the communities of Garthamlock, etc.</p>
9. Townscape	Direct Δ +	Permanent Δ +	Long Term Δ +	<p>Environmental Features: Outer urban area character with existing low density housing.</p> <p>Issues: Development requires to respect existing urban form.</p> <p>Mitigation Required: Yes. The masterplan for the area should provide development design guidance to ensure all new development complements the existing urban form of the area in respect of townscape form and landscape.</p>
10. Historic Environment	?	?	?	<p>Environmental Features: The area contains Category A listed buildings at Provan Hall and Category B listed buildings at the former Gartloch Hospital (converted to residential use) and associated cottages, and at Bargeddie Parish Church. There are also a number of sites of archaeological importance in the area.</p> <p>Issues: Limited impact. Development will require to preserve the known historic features and their settings.</p> <p>Mitigation Required: Yes. All historic features and their settings should be safeguarded from adverse impacts from development.</p>
11. Design Quality	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to meet high standards.</p> <p>Mitigation Required: Yes. High quality layout and design is required in line with policy DES 1: Development Design Principles and other Plan policies.</p>
12. Energy Efficiency	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to incorporate energy efficient design.</p> <p>Mitigation Required: Yes. Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.</p>
13. Renewable Energy	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: There are probably limited opportunities in the area to promote renewable energy sources other than the biomass on the northern edges.</p> <p>Mitigation Required: None.</p>

14. Reduce the Need to Travel	?	?	?	<p>Environmental Features: There are a number of existing walking and cycling routes in the area as well as bus routes. The Airdrie/Coatbridge rail line passes through the southern part of the area (station at Easterhouse) and the Cumbernauld rail line lies to the north of the area (station at Stepps). The area is close to the M8 and M73 motorways with direct connection to the M8 at Glasgow Fort.</p> <p>Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure, including public transport and park and ride schemes.</p> <p>Mitigation Required: Yes. Public transport, in the form of a higher frequency of bus services, the planned development of a new access road from Easterhouse to Cardowan (Easterhouse Regeneration Route), upgrading Gartloch Road to provide improved connection to the M73 and North Lanarkshire, and park and ride schemes at Easterhouse and Stepps stations, require to be addressed in the masterplan and developers will be expected to contribute towards their implementation. Developers will be expected to provide access to adequate social and community facilities with links to existing networks.</p>
15. Alternative Modes of Transport	<p>Direct</p> <p>Δ +</p>	<p>Permanent</p> <p>Δ +</p>	<p>Long Term</p> <p>Δ +</p>	<p>Environmental Features: There are a number of existing walking and cycling routes throughout the area as well as bus routes and train services in the area and nearby. The area is connected to the M8 and improved connection to the M73 and Stepps is proposed (see proposals K and L below).</p> <p>Issues: New development will lead to a larger community and an increase in traffic. There are opportunities to improve transport infrastructure and develop park and ride schemes.</p> <p>Mitigation Required: Yes. Developers will be expected to encourage public transport use by promoting bus patronage and by assisting the development of new transport infrastructure in the area, including walking and cycling routes. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.</p>
16. Reduce Waste	<p>Indirect</p> <p>-</p>	<p>Permanent</p> <p>-</p>	<p>Long Term</p> <p>-</p>	<p>Environmental Features: Kerbside recycling facilities are provided within this area as well as a multi-purpose recycling site within Easterhouse town centre.</p> <p>Issues: Enlargement of the community will lead to an overall increase in mainly household waste which will be treated outside the area.</p> <p>Mitigation Required: Yes. Developers will be required to provide appropriate domestic waste and recycling facilities in line with policy DES 12: Provision of Waste and Recycling Space.</p>
17. Pollution	?	?	?	<p>Environmental Features: No data available for this area.</p> <p>Issues: The effects of mainly residential development will largely be confined to carbon emissions from houses and cars.</p> <p>Mitigation Required: Yes. The development of energy efficient houses, and use of public transport, will help to mitigate against carbon emissions.</p>

18. Environmental Capacity	Direct Δ-	?	?	<p>Environmental Features: N/A</p> <p>Issues: Potential to overdevelop within the area to the detriment of the environment and important environmental features. As development will be located close to the City boundary and countryside which will be retained in the long term, it will be important to ensure that the scale of development near the countryside is low density with high quality landscaping to soften its impact.</p> <p>Mitigation Required: Yes. The masterplan must ensure that overdevelopment does not take place and should define the appropriate densities for particular areas taking the above factors into account. Particular constraints may be evident because of the hydrology within the area north of Easterhouse. Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs etc.</p>
19. Climate Change	?	?	?	<p>Environmental Features: No data available for this area.</p> <p>Issues: Potential to add to carbon emissions and increase the City's ecological footprint.</p> <p>Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.</p>
20. Human Health	?	?	?	<p>Environmental Features: No detailed data available for the Easterhouse/Gartloch area relating to human health although the Scottish Public Health Observatory provide information relating to postcode areas.</p> <p>Issues: Potential to develop facilities which encourage physical activity and exercise.</p> <p>Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of existing and new communities.</p> <p>Mitigation also required through the implementation of the Plan's policies.</p>

PROPOSAL C: SUMMARY OF ASSESSMENT

As with the other two proposed community growth areas, the assessment highlights that the development of the Community Growth Area at Easterhouse/Gartloch has the potential to impact in a number of ways which could adversely affect the environment. While, to a large extent these can be mitigated through the masterplan process and by adopting the standards required of the policies contained in City Plan 2, the area will undergo significant change which will be irreversible, e.g. the permanent loss of green belt land.

A number of mitigation measures must be taken to reduce the potential for significant environmental impact, in particular relating to adverse effects on the area's natural environment which includes a sensitive hydrological system, incorporating Bishop's Loch and surrounding areas. The masterplan will, amongst other things, require to address the list of issues identified in this Report (see paragraph 8.16). City Plan 2's development design and sustainable design and construction principles should feature strongly in the masterplan to ensure the development of energy efficient homes, sustainable drainage and the minimisation of the area's ecological footprint.

PROPOSAL D: GHA PRIORITY REDEVELOPMENT AREAS

(East Govan/Ibrox, Gallowgate, Laurieston, Maryhill, North Toryglen, Red Road, Shawbridge and Sighthill)

Context: Many housing areas within Glasgow have been targeted by the Glasgow Housing Association for redevelopment to provide new forms of modern housing, much of which will be low density. Eight priority areas have been identified and each area will be the subject of restructuring over the next ten years. These proposals will lead to a significant reduction in the number of high rise flatted developments (e.g. Red Road). Masterplans will be prepared for each of the areas, all of which are located within the urban area, and do not generally affect areas of natural environmental importance. The masterplans will be subject to consultation with, and approval by, the Council.

The following assessment considers all of the areas and, where required, comments on particular environmental issues.

See City Plan 2, People, paragraphs 3.44-3.46.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: The priority areas are predominantly built-up areas. Issues: None identified. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: The priority areas are predominantly built-up areas. Issues: N/A. Mitigation Required: None identified.
3. Water	?	?	?	Environmental Features: A number of the priority areas are located near to the Rivers Clyde and Kelvin, Forth and Clyde Canal and White Cart Water. Issues: Potential adverse impacts from new low density development run-off. Mitigation Required: Yes. Sustainable drainage to be incorporated into development to ensure any run-off is minimised. Measures required to ensure that development does not contaminate or pollute water supplies and watercourses.
4. Habitats	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The River and Canal corridors and railway embankments in the areas are designated as Corridors of Wildlife and/or Landscape Importance. Issues: The likely effect on any nearby habitats is unknown and should be dealt with via the preparation of masterplans. The proposal must safeguard the designated Corridors of Wildlife and/or Landscape Importance. Mitigation Required: Yes. The designated Corridors of Wildlife and/or Landscape Importance to be safeguarded. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes, where appropriate.
5. Landscape	Direct +	Permanent +	Long Term +	Environmental Features: The priority areas are predominantly built-up areas. A number of the areas either contain elements, or adjoin areas which are designated as important landscape features, e.g. Sites of Special Landscape Importance. For example, the River White Cart flows through the Shawbridge area and it is a designated corridor of wildlife importance. Issues: On the whole, these designated areas are unlikely to be affected by the proposed redevelopment schemes. Areas, such as North Toryglen, which are partly isolated from other residential areas by an area designated as a site of landscape importance, will require careful consideration if it is to be linked more effectively to other communities. Mitigation Required: Yes. The masterplans for each area should take account of environmental areas and seek to provide access for walking and cycling to them, where appropriate.

6. Greenspace	Direct +	Permanent +	Long Term +	<p>Environmental Features: There are a number of recreational uses and areas of greenspace located in the priority areas some of which are designated as Sites of Special Landscape Importance.</p> <p>Issues: These areas are likely to be affected through the restructuring process. The City Plan seeks to protect areas of open space but recognises that in areas which will be redeveloped, there may be opportunities through the design process, to redistribute spaces to provide appropriate facilities suited to the new layouts (see policy ENV 1: Open Space Protection).</p> <p>Mitigation Required: Yes. Development will be expected to incorporate greenspace provision which links to the existing network of greenspaces and provides for walking and cycling routes and links to local facilities. Environmentally protected sites, e.g. River and Canal Corridors, to be safeguarded.</p>
7. Regeneration of Degraded/Previously Used Land	Direct +	Permanent +	Long Term +	<p>Environmental features: Redevelopment will require consideration being given to appropriate areas of land to accommodate new low density housing. The Plan strongly supports the continued development of brownfield land within the City, some of which may be able to be incorporated into the new schemes, in addition to the use of sites cleared of housing.</p> <p>Issues: Sites for housing development are being investigated (see Plan Development Strategy, PEOPLE, paragraph 3.21).</p> <p>Mitigation Required: None identified at this level.</p>
8. Urban Form	Direct +	Permanent +	Long Term +	<p>Environmental Features: Priority housing selected for redevelopment are mainly high rise.</p> <p>Issues: Potential to provide a form of development which does not complement surrounding settlement pattern and densities.</p> <p>Mitigation Required: The masterplan for each area should provide development design guidance to ensure development complements the existing urban form of the area, in line with the Plan's design policies.</p>
9. Townscape	Direct +	Permanent +	Long Term +	<p>Environmental Features: Priority housing selected for redevelopment are mainly high rise.</p> <p>Issues: Potential to provide a form of development which does not complement surrounding townscape.</p> <p>Mitigation Required: The masterplan for the area should provide development design guidance to ensure development complements the surrounding townscape and landscape, in line with the Plan's design policies.</p>
10. Historic Environment	0	0	0	<p>Environmental Features: There are a number of listed buildings and sites of archaeological importance within the priority areas. The Forth and Clyde Canal is designated as a Scheduled Ancient Monument.</p> <p>Issues: Environmental impacts on the historic environment are unlikely to be significant.</p> <p>Mitigation Required: All historic features and their setting should be safeguarded from adverse impacts from development.</p>
11. Design Quality	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to meet high standards.</p> <p>Mitigation Required: Yes. High quality layout and design is required in line with policy DES 1: Development Design Principles and other Plan policies.</p>
12. Energy Efficiency	Direct +	Permanent +	Long Term +	<p>Environmental Features: N/A</p> <p>Issues: Potential to accept development which fails to incorporate energy efficient design.</p> <p>Mitigation Required: Yes. Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.</p>

13. Renewable Energy	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: Unknown opportunities in the area to promote renewable energy sources.</p> <p>Mitigation Required: None identified.</p>
14. Reduce the Need to Travel	Direct +	Permanent +	Long Term +	<p>Environmental Features: There are good bus, road and rail networks within the priority areas as well as walking and cycling routes.</p> <p>Issues: Although the programme will clear a large number of social rented dwellings, a significant number of new homes will be redeveloped, a large proportion of them being for owner occupation. The car ownership level within the new areas is likely to rise and as a result there may be scope for increased car commuting.</p> <p>Mitigation Required: Developers will be expected to encourage public transport use, provide walking and cycling routes with links to existing networks and provide for community infrastructure (such as shops, etc) in line with the Plan's design approach, which may help reduce the need to travel.</p>
15. Alternative Modes of Transport	Direct +	Permanent +	Long Term +	<p>Environmental Features: There is a good bus, road and rail network established within the priority areas as well as walking and cycling routes.</p> <p>Issues: The City has an efficient public transport system which is being improved. Most of the redevelopment areas benefit from close proximity to bus and /or rail networks.</p> <p>Mitigation Required: Developers will be expected to encourage public transport use and provide walking and cycling routes with links to existing networks. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.</p>
16. Reduce Waste	0	0	0	<p>Environmental Features: Waste collection service provided to mainly high rise flatted stock.</p> <p>Issues: New low rise development within these areas will provide the opportunity to ensure that appropriate waste and recycling facilities are considered at the design stage of development.</p> <p>Mitigation Required: Developers will be required to provide appropriate domestic waste and recycling facilities in line with policy DES 12: Provision of Waste and Recycling Space.</p>
17. Pollution	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: Opportunity to design new dwellings which are energy efficient and carbon neutral.</p> <p>Mitigation Required: Yes. The development of energy efficient houses, and use of public transport, will help to mitigate against carbon emissions.</p>
18. Environmental Capacity	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: It will be important to ensure that the scale of new development is appropriate for the location, taking account of townscape and landscape considerations, etc.</p> <p>Mitigation Required: Yes. The masterplans must ensure that overdevelopment does not take place and should define the appropriate densities for particular areas. Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs etc.</p>

19. Climate Change	?	?	?	<p>Environmental Features: No data available in relation to climate change in local areas.</p> <p>Issues: Potential to add to carbon emissions and increase the City's ecological footprint.</p> <p>Mitigation Required: Measures should be incorporated through the design process, to ensure that the areas' ecological footprint is kept at a low level.</p>
20. Human Health	Indirect Δ+	Permanent Δ+	Long Term Δ+	<p>Environmental Features: No data available for the GHA priority redevelopment areas specifically relating to human health although the Scottish Public Health Observatory provides information relating to postcode areas.</p> <p>Issues: Potential to develop facilities which encourage physical activity and exercise.</p> <p>Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of existing and new communities.</p> <p>Mitigation also required through the implementation of the Plan's policies.</p>

PROPOSAL D: SUMMARY OF ASSESSMENT

The redevelopment of the eight redevelopment priority areas, due to their location within the built up area of Glasgow, does not highlight any significant environmental issues other than ensuring, through the individual masterplans, that appropriate development design and sustainable design and construction principles are utilised, and that opportunities are taken to provide new accessible open spaces and well connected walking and cycling routes. Sustainable drainage should be adopted as standard, where required, and habitats should be protected against any development impacts with attention being given to promoting biodiversity, wherever possible.

JOBBS

PROPOSAL E: PHASE 3 STRATEGIC INDUSTRIAL AND BUSINESS SITES (Clyde Gateway, Crown Street, Darnley Mains, King George V Dock, Linthouse)

Context: The Council, along with Scottish Enterprise, have an Economic Strategy which seeks to develop Glasgow as a location for modern businesses. City Plan 1 identified a second phase of the strategic industrial and business sites programme. The majority of the sites have been developed. City Plan 2 identifies five locations potentially suitable for a third phase.

The following assessment considers all of the areas and, where required, comments on particular environmental issues.

See City Plan 2, Jobs, paragraphs 4.33-4.36.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: All sites, with the exception of Darnley, are generally level brownfield sites. Issues: Landform is unlikely to be affected by development. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: The sites, including Darnley Mains, do not contain any valuable soils. Issues: None. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: Some sites located close to watercourses. Issues: Potential for industrial activities to discharge into local watercourses. Mitigation Required: Yes. Sustainable drainage to be incorporated into development to ensure any run-off is minimised and does not adversely harm watercourses.
4. Habitats	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: Southern part of the Darnley Mains site is designated as a special site of landscape importance (SSLI). Part of the King George V Dock area is designated as a Local Site of Importance for Nature Conservation (L-SINC). Issues: Potential adverse impact at Darnley Mains and at King George V Dock. Mitigation Required: Yes. Development at these sites should address habitats in the area. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes, where appropriate.
5. Landscape	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: Generally located within the urban area. The site at Darnley Mains has not been previously developed. Southern part of the site is designated as a site of landscape importance. Part of the King George V Dock area is designated as an L- SINC. Issues: Potential adverse impact on landscape at both Darnley Mains and at King George V Dock. Mitigation Required: Yes. Development at Darnley Mains and at King George V Dock should take account of, and protect, areas of environmental importance.
6. Greenspace	0	0	0	Environmental Features: Small areas of greenspace are located within some sites. Issues: All areas were designated for industrial and business use in City Plan 1 and this designation is retained in City Plan 2. Mitigation Required: None.

7. Regeneration of Degraded/Previously Used Land	Direct +	Permanent +	Long Term +	Environmental Features: Areas of vacant land situated in most of the industrial sites. Issues: Opportunity to bring vacant land back into productive use. Mitigation Required: Yes. Need to identify if any vacant sites suffer from contamination which requires amelioration. If appropriate, a contamination study should investigate where land/site contains, or is suspected of containing, contamination and identify remedial action.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: Development of the sites unlikely to affect urban form. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: Development of the sites unlikely to affect local townscape form. Mitigation Required: None.
10. Historic Environment	?	?	?	Environmental Features: Sites of archaeological importance located at King George V Dock and within Clyde Gateway in Dalmarnock and listed buildings at Linthouse. A listed building is also in the industrial area in Dalmarnock. Issues: Potential for historic features to be adversely affected. Mitigation Required: Yes. Development should ensure that historic features are protected.
11. Design Quality	Direct Δ+	Permanent Δ +	Long Term Δ +	Environmental Features: N/A Issues: Good design is required to assist the regeneration of the sites and the wider areas. Mitigation Required: Yes. The Plan requires high quality design for all developments in line with policy DES 1: Development Design Principles.
12. Energy Efficiency	?	?	?	Environmental Features: No information available. Issues: Potential to develop energy efficient buildings. Mitigation Required: Yes. The Plan requires developments to address the guidance in policy DES 2: Sustainable Design and Construction.
13. Renewable Energy	0	0	0	Environmental Features: No information available. Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	?	?	?	Environmental Features: Sites located on the public transport network. Issues: The nature and location of industrial and business will normally mean that people will have to travel some distance to access employment. Mitigation Required: Yes. Developers may require to prepare travel plan to support industrial and business development (dependent upon scale of proposed development).
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	?	?	?	Environmental Features: N/A Issues: Industrial development likely to produce waste. Mitigation Required: Yes. Developers will be required to provide appropriate facilities for waste and recycling.
17. Pollution	?	?	?	Environmental Features: No information available. Issues: Potential to add to pollution through carbon emissions from industrial processes, buildings and use of heavy vehicles. Mitigation Required: Yes. Developers should address all issues that have the potential to lead to pollution. Appropriate measures required to ensure that all forms of pollution are prevented and appropriately monitored.

18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL E: SUMMARY OF ASSESSMENT

The proposal to promote the development of additional strategic industrial and business sites will meet the aims of the Economic Strategy (2006). The selected sites are distributed around Glasgow. The assessment indicates that there is the potential for environmental impact at Darnley Mains and at King George V Dock, where there are designated sites of environmental importance. Mitigation measures will be required in these areas to mitigate any harmful impacts.

ENVIRONMENT

PROPOSAL F: CENTRAL GOVAN CONSERVATION AREA

Context: The Council has been undertaking a review of the City's conservation areas through a series of conservation area appraisals. In addition, it has identified the Central Govan area, because of its architectural and archaeological qualities, as a candidate for designation as a new conservation area. Central Govan has since been designated a conservation area.

See City Plan 2, Environment, paragraphs 5.9-5.12.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: Central Govan is a level site. Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: Soils unaffected by the proposal. Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: The River Clyde adjoins Central Govan but the designation of the conservation area will not affect the River or water quality. Issues: None. Mitigation Required: None.
4. Habitats	0	0	0	Environmental Features: Any habitats in the area will be unaffected by the proposal. Issues: None. Mitigation Required: None.
5. Landscape	0	0	0	Environmental Features: The local urban landscape may benefit from the proposal through the improvement of buildings and the general environment. Issues: None. Mitigation Required: None.
6. Greenspace	0	0	0	Environmental Features: Local greenspaces are unaffected by the proposal. Issues: None. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	Indirect Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: The area contains a number of vacant and derelict sites. Initially, these will be unaffected by the proposal, however, the designation may attract additional funding to the area to improve the environment, including vacant sites. Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: The urban form is part of the reason for proposing the area as a conservation area. Issues: None Mitigation Required: None.
9. Townscape	Direct Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: The townscape of Govan is also part of the reason for proposing the area as a conservation area. Issues: Conservation designation may attract additional funding to the area to improve the environment, including new development to complement the existing townscape. Mitigation Required: None.

10. Historic Environment	Direct +	Permanent +	Long Term +	Environmental Features: The historic environment of Govan is also part of the reason for proposing the area as a conservation area. Issues: None. Mitigation Required: None.
11. Design Quality	Direct Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: N/A Issues: Conservation area designation will strengthen the requirement for all future development to be of a high design standard. Mitigation Required: None.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: The proposal will not affect travel patterns. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL F: SUMMARY OF ASSESSMENT

The proposal to designate Central Govan as a new conservation area, as would be expected, will not give rise to any environmental impacts. As recorded, the designation may lead to additional funding being made available to improve the quality of the area over time and will lead to the need for high quality design of any new buildings and developments which will be to the benefit of the regeneration of Govan and the wider area. No mitigation issues have been identified.

PROPOSAL G: LOCAL NATURE RESERVES (Cathkin Braes, Dawsholm, Frankfield Loch/Cardowan Extensions, Linn Park)

Context: City Plan 1 proposed the designation of a number of Local Nature Reserves. The Council now wishes to promote additional designations in the north east and south of the City, recognising areas' quality and value for nature conservation. Dawsholm Park has since been designated a Local Nature Reserve.

See City Plan 2, Environment, paragraph 5.46.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct +	Permanent +	Long Term +	Environmental Features: Undulating landform Issues: None Mitigation Required: None
2. Soils	Direct +	Permanent +	Long Term +	Environmental Features: The proposed areas are a mix of built up areas and Class 3 (Land Capable of Producing a Moderate Range of Crops) and Class 5 (Land Only Suited to Improved Grassland and Rough Grazings) Agricultural Land. There is no prime quality agricultural land in the area. Issues: None Mitigation Required: None
3. Water	Direct +	Permanent +	Long Term +	Environmental Features: The White Cart Water flows through the western edge of Linn Park and Cardowan Drain runs through Cardowan Moss Woodland. The River Kelvin and Forth and Clyde Canal both flow through Dawsholm. Issues: None Mitigation Required: None
4. Habitats	Direct +	Permanent +	Long Term +	Environmental Features: The proposed areas contain a wide range of habitats, such as hedgerow, woodland, wetland and grassland. All of the proposed areas are City wide Sites of Importance for Nature Conservation (C-SINC) and are also designated as Sites of Special Landscape Importance. The River Kelvin and Forth and Clyde Canal both flow through Dawsholm. They are designated as Corridors of Wildlife and/or Landscape Importance. Issues: None Mitigation Required: None
5. Landscape	Direct +	Permanent +	Long Term +	Environmental Features: Undulating landform. All of the proposed areas are City wide Sites of Importance for Nature Conservation (C-SINC) and are also designated as Sites of Special Landscape Importance. The River Kelvin and Forth and Clyde Canal both flow through Dawsholm. They are designated as Corridors of Wildlife and/or Landscape Importance. Issues: None Mitigation Required: None
6. Greenspace	Direct +	Permanent +	Long Term +	Environmental Features: All of the proposed areas are City wide Sites of Importance for Nature Conservation (C-SINC) and are also designated as Sites of Special Landscape Importance. The River Kelvin and Forth and Clyde Canal both flow through Dawsholm. They are designated as Corridors of Wildlife and/or Landscape Importance. Issues: None Mitigation Required: None
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None

9. Townscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
10. Historic Environment	Direct +	Permanent +	Long Term +	Environmental Features: The River Kelvin and Forth and Clyde Canal both flow through Dawsholm. They are designated as Scheduled Ancient Monuments and Sites of Archaeological Importance are located along both corridors. Issues: None Mitigation Required: None
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
17. Pollution	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
19. Climate Change	0	0	0	Environmental Features: N/A Issues: Retaining and managing areas of greenery can help secure to store carbon emissions. Mitigation Required: N/A
20. Human Health	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Greenspace is an important part of the City for supporting healthy leisure time and activities. Mitigation Required: None

PROPOSAL G: SUMMARY OF ASSESSMENT

The designation of Local Nature Reserve status for these areas is unlikely to have an environment impact. No mitigation measures are required to support this proposal.

PROPOSAL H: GARDENS AND DESIGNED LANDSCAPES (Kelvingrove Park and Victoria Park)

Context: Policy ENV 7: National, Regional and Local Environmental Designations includes existing gardens and designed landscapes. The Council wishes to recognise the landscape importance of two further parks and will seek approval from Historic Scotland for these to be added to the statutory list. Kelvingrove and Victoria Parks have since been added to the National Inventory of Gardens and Designed Landscapes.

See City Plan 2, Environment, paragraph 5.19.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: The parks are undulating. Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: The parks are within built-up areas. Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: Water features within and near the parks include the River Kelvin and a number of ponds. Issues: None. Mitigation Required: None.
4. Habitats	0	0	0	Environmental Features: The parks are designated as Sites of Special Landscape Importance. The River Kelvin, which runs through Kelvingrove Park is designated as a Corridor of Wildlife and/or Landscape Importance Issues: The proposal is unlikely to have a direct effect on local habitats. Mitigation Required: None
5. Landscape	0	0	0	Environmental Features: The parks are both designated as sites of special landscape importance. Issues: None. Mitigation Required: None.
6. Greenspace	0	0	0	Environmental Features: The parks are both designated as sites of special landscape importance. Issues: None. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: The parks do not contain any vacant land. Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: The proposal will not affect the urban form of the areas within or surrounding the parks. Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: The proposal will not affect the townscape of the areas within or surrounding the parks. Issues: None. Mitigation Required: None.
10. Historic Environment	Direct +	Permanent +	Long Term +	Environmental Features: Kelvingrove Park contains a number of listed buildings, including the Kelvingrove Museum and Art Gallery and is located within the Park Conservation Area. Issues: None. Mitigation Required: None.
11. Design Quality	0	0	0	Environmental Features: The design quality of the parks contributes to their value within the City. Issues: None. Mitigation Required: None.

12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: Retaining valuable parkland and greenspace 'lungs' within the City is essential and provides city dwellers with space to walk and spend leisure time in the outdoors. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: Retaining and improving areas of greenery and parkland can help to store carbon emissions. Mitigation Required: None.
20. Human Health	Direct $\Delta +$	Permanent $\Delta +$	Long Term $\Delta +$	Environmental Features: Parkland within the City is an important part of the infrastructure for supporting healthy leisure time and activities. Issues: None. Mitigation Required: None.

PROPOSAL H: SUMMARY OF ASSESSMENT

The proposal to add Kelvingrove Park and Victoria Park to the statutory list of designated gardens and landscapes will not give rise to any environmental impacts. No mitigation measures are required to support this proposal.

PROPOSAL I: ANTONINE WALL WORLD HERITAGE SITE

Context: The Council, along with other agencies, proposes to promote the Antonine Wall (Frontiers of the Roman Empire) as a World Heritage Site. Protection is afforded to the ancient monument and site of archaeological importance and the designation would strengthen this designation. The Antonine Wall now (2009) has UNESCO World Heritage Site status as part of the frontiers of the Roman Empire World Heritage Site.

See City Plan 2, Environment, paragraph 5.23.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: Undulating countryside Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: Water features located near the Antonine Wall are unaffected by the designation. Issues: None Mitigation Required: None.
4. Habitats	Direct +	Permanent +	Long Term +	Environmental Features: The area surrounding the Wall contains a designated local site of importance for nature conservation, ancient, long-established or semi-natural woodland and a site of special landscape importance. Habitats within the proximity of the Antonine Wall may receive greater protection through their inclusion within the buffer zone surrounding the site of the Wall. Issues: The landscape surrounding the site of the Wall will receive greater protection as a result of the Wall's designation as a World Heritage Site. Mitigation Required: None.
5. Landscape	Direct +	Permanent +	Long Term +	Environmental Features: The area surrounding the Wall contains a designated local site of importance for nature conservation, ancient, long-established or semi-natural woodland and a site of special landscape importance. Issues: The landscape surrounding the site of the Wall will receive greater protection as a result of the Wall's designation as a World Heritage Site. Mitigation Required: None.
6. Greenspace	Direct +	Permanent +	Long Term +	Environmental Features: Area designated as a Site of Special Landscape Importance and is within greenbelt land. Issues: The landscape surrounding the site of the Wall will receive greater protection as a result of the Wall's designation as a World Heritage Site. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: There may be the possibility of gaining funding to improve degraded land in the vicinity of the Wall near Balmore Road, where there is former landfill site and industrial workings. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

10. Historic Environment	Direct +	Permanent +	Long Term +	Environmental Features: The historic environment will receive a greater degree of protection if the Wall becomes a World Heritage Site. Issues: None. Mitigation Required: None.
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL I: SUMMARY OF ASSESSMENT

The designation of the Antonine Wall as a World Heritage Site will have no environmental impact other than giving greater protection to an outstanding historic and archaeological feature and helping to ensure the protection of habitats and the environment surrounding the site of the wall.

TRANSPORT INFRASTRUCTURE

PROPOSAL J: CLYDE FASTLINK EXTENSION – CITY CENTRE TO SOUTH SIDE AND WESTWARDS EXTENSION ROUTES

Context: The Local Transport Strategy seeks to improve the quality of the City's public transport infrastructure. New infrastructure is required to fill gaps in the existing network. Consideration has been given to a number of new forms of transport and the first phase of a new bus fastlink system is to be introduced between the City Centre and Glasgow Harbour along the north side of the River Clyde. Opportunities are being considered to extend this system and the Plan proposes that it should be extended south of the River into the Govan and surrounding areas and also westwards along the north bank to Clydebank. The system requires dedicated roadspace.

See City Plan 2, Infrastructure, Transport, paragraph 6.26.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: N/A Issues: The proposed routes are on the level using existing roads and other spaces. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
4. Habitats	0	0	0	Environmental Features: Exact routes not finalised. Issues: Impacts on any habitats unknown. Mitigation Required: None identified.
5. Landscape	0	0	0	Environmental Features: N/A Issues: Effects on landscape do not apply. Mitigation Required: None.
6. Greenspace	?	?	?	Environmental Features: Exact routes not finalised. Issues: Potential to affect some greenspaces. Mitigation Required: Unknown.
7. Regeneration of Degraded/Previously Used Land	?	?	?	Environmental Features: Exact routes not finalised. Issues: Potential to develop small areas of vacant land lying in the south side in and around Govan and along the north bank. Mitigation Required: If appropriate, a contamination study should investigate where land/site contains, or is suspected of containing contamination that may be disturbed by the development.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
9. Townscape	?	?	?	Environmental Features: Exact route not finalised. Issues: Unlikely to be any adverse impacts on townscape. Bus stops require careful design. Mitigation Required: Unknown.
10. Historic Environment	?	?	?	Environmental Features: Exact routes not finalised. Issues: Unlikely to be any adverse impacts on townscape. Bus stops require careful design. Mitigation Required: Unknown.
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	Direct +	Permanent +	Long Term +	Environmental Features: Route entirely within the built up area. Issues: New public transport infrastructure will help minimise private car usage in the City and encourage the regeneration of the river corridor. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: Various public transport forms. Issues: Proposed transport mode will complement other systems in the City. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	Direct $\Delta +$	Permanent $\Delta +$	Long Term $\Delta +$	Environmental Features: Modern buses using dedicated roadspace. Issues: Increase in public transport infrastructure likely to lead to fewer private cars being used for commuting. This would help to reduce carbon emission levels and poor air quality. Mitigation Required: Yes. Appropriate measures required to ensure that all forms of pollution are prevented and appropriately monitored. Need to ensure that the buses to be used are modern low emission vehicles.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL J: SUMMARY OF ASSESSMENT

The proposal to extend the Fastlink system will aid delivery of an improved modern public transport system in Glasgow. Although the precise routes have not been finally determined, they are not likely to lead to any significant environmental impacts.

PROPOSAL K: EASTERHOUSE REGENERATION ROUTE

Context: The regeneration of Easterhouse, in the north east of Glasgow, has been underway for some time. City Plan 1 identified Easterhouse as an Area of Focus and supported the continuation of the redevelopment of the area, promoting some greenfield release for family housing to complement the development opportunities on brownfield land within the area. This process has gathered momentum. City Plan 2 further promotes the location as a Community Growth Area which requires to be supported by new infrastructure to enable good access between surrounding communities, including those lying to the north of Easterhouse. Two road schemes are proposed through the Plan – Easterhouse Regeneration Route (connecting Easterhouse with Stepps and Cardowan to the north) and the Gartloch Road Upgrade (widening of an existing east-west link to the motorway and North Lanarkshire).

See City Plan 2, Transport, paragraph 6.13.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area consists of undulating countryside with some built up areas. Issues: Development of the road route is likely to require some elements of land re-grading. Mitigation Required: Yes. Keep any re-grading necessary to a minimum.
2. Soils	0	0	0	Environmental Features: Area contains some Class 3 (Land Capable of Producing a Moderate Range of Crops) and 5 (Land Only Suited to Improved Grassland and Rough Grazings) Agricultural Land. There is no prime quality agricultural land in the area (Source - Macaulay Institute Soil Survey of Scotland). Issues: The loss of land will not give rise to the loss of valuable agricultural land. Mitigation Required: None.
3. Water	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: Gartloch Pool (C-SINC). Issues: Potential adverse impacts from development run-off. Mitigation Required: Yes. Sustainable drainage to be incorporated into road development to ensure any run-off and other adverse effects on the water environment is minimised.
4. Habitats	Direct Δ -	Permanent Δ -	Medium Term Δ-	Environmental Features: The route may impinge on Gartloch Pool (C-SINC). Sites protected for their nature conservation importance exist within the area. Areas contain habitats, including open water, grassland and woodland. Issues: The likely effect on habitats is unknown and should be dealt with via the masterplan for the Easterhouse/Gartloch Community Growth Area. The proposal must safeguard the designated Corridors of Wildlife and/or Landscape Importance and other protected sites. Mitigation Required: Yes. Environmentally sensitive or protected sites should be safeguarded. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The proposed route cuts through an existing Tree Preservation Order and designated Ancient, Long-established and Semi-natural Woodland area. The route may impinge on Gartloch Pool (C-SINC). The area is designated as a Site of Special Landscape Importance. Issues: Potential adverse impacts on local areas of landscape importance. Mitigation Required: Yes. Mitigation in the form of a well designed route which takes account and protects the designated areas is necessary and which also incorporates appropriate landscaping and tree planting.

6. Greenspace	Direct -	Permanent -	Long Term -	Environmental Features: The area is designated as a Site of Special Landscape Importance. Issues: Development will reduce the amount of green belt land in this part of the City. Mitigation Required: Yes. The road scheme should provide associated footpaths to allow access for walking between Easterhouse and Steps/Cardowan. Environmentally sensitive and protected sites to be protected.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None.
10. Historic Environment	0	0	0	Environmental Features: The road route does not affect any of the nearby listed buildings. Issues: None. Mitigation Required: None.
11. Design Quality	Direct $\Delta +$	Permanent $\Delta +$	Long Term $\Delta +$	Environmental Features: As indicated above. Issues: Good quality design of the road scheme in this environmentally sensitive area is essential. Mitigation Required: Yes. Mitigation in the form of a well designed route which takes account and protects the designated areas is necessary and which also incorporates appropriate landscaping and tree planting.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	Direct $\Delta -$	Permanent $\Delta -$	Long Term $\Delta -$	Environmental Features: As indicated above. Issues: A new road may lead to additional traffic within the Easterhouse/Gartloch area. Mitigation Required: Yes. Developers of the Community Growth Area will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks and facilities. Masterplans will be expected to provide for access to adequate social and community facilities with links to existing networks.
15. Alternative Modes of Transport	Direct $\Delta -$	Permanent $\Delta -$	Long Term $\Delta -$	Environmental Features: As indicated above. Issues: A new road may lead to additional traffic within the Easterhouse/Gartloch area. Mitigation Required: Yes. Developers of the Community Growth Area will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks and facilities. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

17. Pollution	?	?	?	<p>Environmental Features: No information available.</p> <p>Issues: Any increase in traffic could have an adverse impact of levels of air quality and carbon emissions.</p> <p>Mitigation Required: Yes. Developers will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks to minimise car use and air pollution.</p>
18. Environmental Capacity	0	0	0	<p>Environmental Features: As indicated above.</p> <p>Issues: If new roads infrastructure is not provided within the Community Growth Area, it is likely that it would affect the environmental capacity of the area and restrict the number of houses that could be built. It would also have the effect of putting strain on existing roads and road junctions, e.g. with the M8 motorway.</p> <p>Mitigation Required: Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs, etc.</p>
19. Climate Change	?	?	?	<p>Environmental Features: No data available.</p> <p>Issues: Potential to add to carbon emissions and increase the City's ecological footprint.</p> <p>Mitigation Required: None. The Community Growth Area masterplan will incorporate mitigation measures to address impact on the environment.</p>
20. Human Health	?	?	?	<p>Environmental Features: No data available except through the Scottish Public Health Observatory which provides information for postcode areas.</p> <p>Issues: Development of the wider walking and cycling network is a necessary ingredient to improve human health.</p> <p>Mitigation Required: Yes. Footpaths required to be developed with the road. Mitigation also required through the implementation of the Plan's policies.</p>

PROPOSAL K: SUMMARY OF ASSESSMENT

The proposal to develop a new north-south road route between Easterhouse and Steps/Gartloch will help to take pressure from existing roads and road junctions in the network. However, it is acknowledged that the area within which it requires to be developed is an environmentally sensitive one and care in the design and construction of the road is required to ensure that existing fragile habitats and environments remain intact. Under the proposal for the Easterhouse/Gartloch Community Growth Area (Proposal C), a habitats survey and hydrology study are required.

PROPOSAL L: GARTLOCH ROAD UPGRADE

Context: The regeneration of Easterhouse, in the north east of Glasgow, has been underway for some time. City Plan 1 identified Easterhouse as an Area of Focus and supported the continuation of the redevelopment of the area, promoting some greenfield release for family housing to complement the opportunities on brownfield land within the area. This process has gathered momentum. City Plan 2 further promotes the location as a Community Growth Area which requires to be supported by new infrastructure to enable good access between surrounding communities, including those lying to the north of Easterhouse. Two road schemes are proposed through the Plan – Easterhouse Regeneration Route (connecting Easterhouse with Stepps and Cardowan to the north) and the Gartloch Road Upgrade (widening of an existing east-west link to the motorway and North Lanarkshire).

See City Plan 2, Transport, paragraph 6.13.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area consists of undulating countryside with some built up areas. Issues: Development of the road route is likely to require some elements of land re-grading. Mitigation Required: Yes. Keep any re-grading necessary to a minimum.
2. Soils	0	0	0	Environmental Features: Area contains some Class 3 (Land Capable of Producing a Moderate Range of Crops) and 5 (Land Only Suited to Improved Grassland and Rough Grazings) Agricultural Land. There is no prime quality agricultural land in the area (Source - Macaulay Institute Soil Survey of Scotland). Issues: The loss of land will not give rise to the loss of valuable agricultural land. Mitigation Required: None.
3. Water	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: Bishop Loch (SSSI and LNR). Issues: Potential adverse impacts from development run-off. Mitigation Required: Yes. Sustainable drainage to be incorporated into road development to ensure any run-off and other adverse effects on the water environment is minimised.
4. Habitats	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area contains Bishop Loch which is a designated Site of Special Scientific Interest and a Local Nature Reserve (SSSI and LNR). A designated area of Ancient, Long Established or Semi-natural Woodland lies adjacent to the route. It also cuts through a City Wide Site of Importance for Nature Conservation (C-SINC) and a number of sites of Local Importance for Nature Conservation are located close to Gartloch Road. The road is within a designated Site of Special Landscape Importance (SSLI) area. Issues: The likely effect on habitats is unknown at present but the proposal could have the potential to have an adverse effect on habitats. The potential damage to or loss of habitats should be dealt with via the masterplan for the Easterhouse/Gartloch Community Growth Area. The proposal must safeguard the designated Corridors of Wildlife and/or Landscape Importance and other protected sites. Mitigation Required: Yes. Safeguarding of environmentally sensitive or protected areas is required. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.

5. Landscape	Direct Δ -	Temporary Δ -	Medium Term Δ -	<p>Environmental Features: The area contains Bishop Loch which is a designated Site of Special Scientific Interest and a Local Nature Reserve (SSSI and LNR). A designated area of Ancient, Long Established or Semi-natural Woodland lies adjacent to the route. It also cuts through a City Wide Site of Importance for Nature Conservation (C-SINC) and a number of sites of Local Importance for Nature Conservation are located close to Gartloch Road. The road is within a designated Site of Special Landscape Importance (SSLI) area.</p> <p>Issues: Potential adverse impacts on local areas of landscape importance.</p> <p>Mitigation Required: Yes. Mitigation in the form of a well designed route which takes account and protects the designated areas is necessary and which also incorporates appropriate landscaping and tree planting.</p>
6. Greenspace	0	0	0	<p>Environmental Features: As above</p> <p>Issues: The upgrading scheme will straighten out parts of the existing road with the minimum of land take which is unlikely to significantly affect the green belt.</p> <p>Mitigation Required: Yes. Minimum land take to upgrade the road necessary. Scheme should include for pedestrian footpath to allow access between countryside and built developments. Environmentally sensitive sites to be protected.</p>
7. Regeneration of Degraded/Previously Used Land	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: None.</p> <p>Mitigation Required: None.</p>
8. Urban Form	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: None.</p> <p>Mitigation Required: None.</p>
9. Townscape	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: None.</p> <p>Mitigation Required: None.</p>
10. Historic Environment	Direct Δ -	Permanent Δ -	Long Term Δ -	<p>Environmental Features: The area contains listed buildings at Gartloch Hospital (A Listed) and associated building (B Listed). A number of known sites of archaeological importance are located along Gartloch Road.</p> <p>Issues: Development should be designed to safeguard known sites of historical importance.</p> <p>Mitigation Required: Yes. All historic features should be safeguarded from adverse impacts from development.</p>
11. Design Quality	Direct Δ -	Permanent Δ -	Long Term Δ -	<p>Environmental Features: N/A.</p> <p>Issues: Good quality design of the road scheme in this environmentally sensitive area is essential.</p> <p>Mitigation Required: Yes. Mitigation in the form of a well designed route upgrade which takes account and protects the designated areas is necessary.</p>
12. Energy Efficiency	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: None.</p> <p>Mitigation Required: None.</p>
13. Renewable Energy	0	0	0	<p>Environmental Features: N/A</p> <p>Issues: None.</p> <p>Mitigation Required: None.</p>
14. Reduce the Need to Travel	Direct Δ -	Permanent Δ -	Long Term Δ -	<p>Environmental Features: As indicated above.</p> <p>Issues: Upgraded road may lead to additional traffic within the Easterhouse/Gartloch to North Lanarkshire area.</p> <p>Mitigation Required: Yes. Developers of the Community Growth Area will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks and facilities. Masterplans will be expected to provide for access to adequate social and community facilities with links to existing networks.</p>

15. Alternative Modes of Transport	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: As indicated above. Issues: Upgraded road may lead to additional traffic within the Easterhouse/Gartloch to North Lanarkshire area. Mitigation Required: Yes. Developers of the Community Growth Area will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks and facilities. A transport assessment should be prepared as part of the development application submission. A travel plan may also be required to develop mode share. Vehicle/cycling parking standards to comply with City Plan policy.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	?	?	?	Environmental Features: No information available. Issues: Any increase in traffic could have an adverse impact of levels of air quality and carbon emissions. Mitigation Required: Yes. Developers will be expected to encourage alternative modes of transport and provide walking and cycling routes with links to existing networks to minimise car use and air pollution.
18. Environmental Capacity	0	0	0	Environmental Features: As indicated above. Issues: If new roads infrastructure is not provided within the Community Growth Area, it is likely that it would affect the environmental capacity of the area and restrict the number of houses that could be built. It would also have the effect of putting strain on existing roads and road junctions, e.g. with the M8 motorway. Mitigation Required: Development should comply with the Plan's design policies and appropriate development guides prepared for areas and sites through e.g. local development strategies, design briefs etc.
19. Climate Change	?	?	?	Environmental Features: No data available. Issues: Potential to add to carbon emissions and increase the City's ecological footprint. Mitigation Required: None. The Community Growth Area masterplan will incorporate mitigation measures to address impact on the environment.
20. Human Health	?	?	?	Environmental Features: No data available except through the Scottish Public Health Observatory which provides information for postcode areas. Issues: Development of the wider walking and cycling network is a necessary ingredient to improve human health. Mitigation Required: Yes. Footpaths required to be developed with the road. Mitigation also required through the implementation of the Plan's policies.

PROPOSAL L: SUMMARY OF ASSESSMENT

The proposal to upgrade the existing east-west Gartloch Road route between Easterhouse and Gartcosh/North Lanarkshire will help to take pressure from existing roads and road junctions in the network. However, it is acknowledged that the area within which it requires to be developed is within the green belt and contains some environmentally sensitive areas and features. Care in the design and construction of the road upgrade is required to ensure that existing fragile habitats and environments remain intact.

PROPOSAL M: CROOKSTON SPINE/BUS LINK ROAD

Context: To facilitate regeneration of the City and to allow for appropriate access between places, it is necessary to provide new infrastructure, including the upgrading of some existing roads. The proposal to develop the Crookston Spine/Bus Link Road will support the Crookston greenfield housing release development promoted through City Plan 1.

See City Plan 2, Infrastructure, Transport, paragraph 6.15.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area consists of undulating countryside with predominantly built up areas. Issues: Development of the road route is likely to require some elements of land re-grading. Mitigation Required: Yes. Keep any re-grading necessary to a minimum.
2. Soils	0	0	0	Environmental Features: Area contains some Class 3 (Land Capable of Producing a Moderate Range of Crops) Issues: The loss of land will not give rise to the loss of valuable agricultural land. Mitigation Required: None
3. Water	0	0	0	Environmental Features: Limited Issues: Impact of development run-off Mitigation Required: Sustainable drainage required with road scheme
4. Habitats	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The area contains three City Wide Sites of Importance for Nature Conservation (C-SINC) which contain a range of habitats, including heath, wetland, grassland, woodland and scrub. Issues: The proposal must safeguard the designated sites important for nature conservation. It is unlikely that the road will impinge on the protected areas but could have an indirect impact on habitats. Mitigation Required: Yes. Safeguard the designated sites from the development of the link road. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The area contains three City Wide Sites of Importance for Nature Conservation (C-SINC) and two large areas protected through a Tree Preservation Order. Issues: Potential adverse impacts on local areas of landscape importance. Mitigation Required: Yes. Mitigation in the form of a well designed route which takes account and protects the designated areas is necessary and which also incorporates appropriate landscaping and tree planting.
6. Greenspace	-	-	-	Environmental Features: Area designated as a Site of Special Landscape Importance. Issues: The proposed development is likely to take up a minimum amount of land which is unlikely to significantly affect the green belt. Mitigation Required: Yes. Scheme should include for pedestrian footpath to allow access between countryside and built developments. Environmentally sensitive and protected sites to be safeguarded.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None

9. Townscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
10. Historic Environment	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
11. Design Quality	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: N/A Issues: Good quality design of the road scheme in this environmentally sensitive area is essential. Mitigation Required: Yes. Mitigation in the form of a well designed route upgrade which takes account and protects the designated areas is necessary.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	Direct 0	Permanent 0	Long Term 0	Environmental Features: N/A Issues: N/A Mitigation Required: None
15. Alternative Modes of Transport	Direct Δ+	Permanent Δ+	Long Term Δ+	Environmental Features: There are a number of existing walking and cycling routes throughout the area as well as bus routes. Issues: The proposed development is likely to further enhance accessibility to public transport in the area. Mitigation Required: Yes. Developers will be required to not only encourage public transport use but also walking and cycling routes.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
17. Pollution	?	?	?	Environmental Features: No data is available for this area. Issues: It is unknown what impact the proposed road/bus link will have on levels of pollution in the area. Mitigation Required: Yes. Appropriate measures required to ensure that all forms of pollution are prevented and appropriately monitored.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
19. Climate Change	?	?	?	Environmental Features: No data available for this area Issues: Potential to add to carbon emissions and increase the City's ecological footprint. Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.
20. Human Health	?	?	?	Environmental Features: No detailed data available for the local area. Issues: Potential to develop facilities that promote physical activity and exercise. Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of new and existing communities. Mitigation also required through the implementation of the Plan's policies.

PROPOSAL M: SUMMARY OF ASSESSMENT

The assessment highlights that the development is likely to have minimal impact on the environment. A number of mitigation measures are required through the development process in relation to safeguarding designated sites for nature conservation and associated habitats and providing walking and cycling routes along the bus link road.

PROPOSAL N: ROBROYSTON/MILLERSTON BUS ACCESS ROAD

Context: To facilitate regeneration of the City and to allow for appropriate access between places, it is necessary to provide new infrastructure, including the upgrading of some existing roads. The proposal to develop the Robroyston/Millerston Bus Access Road will support the Robroyston/Millerston Community Growth Area (Proposal A).

See City Plan 2, Infrastructure, Transport, paragraph 6.15.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: Undulating countryside Issues: Potential to impact on the undulating landform Mitigation Required: Retain the natural landform, and keep any regrading to a minimum.
2. Soils	0	0	0	Environmental Features: The area contains Class 3 (land capable of producing a moderate range of crops) and Class 5 (land only suited to improved grassland and rough grazings) Agricultural Land. There is no prime quality agricultural land in the area. (Macaulay Institute Soil Survey of Scotland). Issues: The loss of land to development will not give rise to the loss of valuable agricultural land. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: The area contains the Standburn watercourse to the north. There is a pond within Robroyston Park. The SEPA flood risk map indicates that some low lying areas are susceptible to the risk of flooding. Issues: Although the impacts of development on water in the area cannot be predicted with any certainty, water run-off will require to be dealt with effectively. Mitigation Required: Yes. Sustainable drainage required with the road scheme.
4. Habitats	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The area contains a Local and a City Wide Site of Importance for Nature Conservation (C-SINC) which both contain a range of habitats, including wetland, grassland, woodland and open water. Issues: The proposal must safeguard the designated sites important for nature conservation. It is unlikely that the road will impinge on the protected areas but could have an indirect impact on habitats. Mitigation Required: Yes. Safeguard the designated sites from the development of the link road. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct Δ -	Temporary Δ -	Medium Term Δ -	Environmental Features: The area is characterised by undulating countryside comprising of small elongated hills. It contains a number of protected sites at Millerston Wetlands (C-SINC), Robroyston Park (C-SINC and LNR) and Auchinleck Meadow (L-SINC). The area also contains green belt land and greenspaces. Issues: Potential adverse impacts on designated areas of landscape importance. Mitigation Required: Yes. High quality landscaping and tree planting is required to reduce development impact and development must be sited to ensure protection of areas of designated areas of landscape importance.
6. Greenspace	Direct -	Permanent -	Long Term -	Environmental Features: The area is designated as a Site of Special Landscape Importance which consists of areas of green belt land and greenspace. Issues: New development is likely to reduce the amount of green belt land and greenspace in this part of the City. Mitigation Required: Yes. Development will be expected to incorporate walking and cycling routes. Environmentally sensitive and protected sites to be safeguarded.

7. Regeneration of Degraded/ Previously Used Land	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
9. Townscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
10. Historic Environment	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
14. Reduce the Need to Travel	Direct 0	Permanent 0	Long Term 0	Environmental Features: N/A Issues: N/A. Mitigation Required: None
15. Alternative Modes of Transport	Direct $\Delta+$	Permanent $\Delta+$	Long Term $\Delta+$	Environmental Features: There are a number of existing walking and cycling routes throughout the area as well as bus routes. Issues: The proposed development is likely to further enhance accessibility to public transport in the area. Mitigation Required: Yes. Developers will be required to not only encourage public transport use but also walking and cycling routes.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
17. Pollution	?	?	?	Environmental Features: No data is available for this area. Issues: It is unknown what impact the proposed road/bus link will have on levels of pollution in the area. Mitigation Required: Yes. Appropriate measures required to ensure that all forms of pollution are prevented and appropriately monitored.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
19. Climate Change	?	?	?	Environmental Features: No data is available for this area Issues: Potential to add to carbon emissions and increase the City's ecological footprint. Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.
20. Human Health	?	?	?	Environmental Features: No detailed data available for the local area. Issues: Potential to develop facilities that promote physical activity and exercise. Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of new and existing communities. Mitigation also required through the implementation of the Plan's policies.

PROPOSAL N: SUMMARY OF ASSESSMENT

The development of the bus access road is likely to have an adverse impact on greenspace and could have the potential to have an adverse impact on landform and landscape. Mitigation measures will be required to minimise the visual impact of development, the re-grading of land and water run-off.

PROPOSAL 0: BLACKHILL ROAD UPGRADE (SUMMERSTON)

Context: To facilitate regeneration of the City and to allow for appropriate access between places, it is necessary to provide new infrastructure, including the upgrading of some existing roads. The proposal to upgrade Blackhill Road Upgrade supports the Summerston greenfield housing release development, proposed through City Plan 1 and will provide improved access for the Summerston area generally, with the wider roads network.

See City Plan 2, Infrastructure, Transport, paragraph 6.15.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: Undulating landform Issues: None Mitigation Required: None
2. Soils	0	0	0	Environmental Features: N/A Issues: Limited impact from development run-off. Mitigation Required: None
3. Water	0	0	0	Environmental Features: N/A Issues: Limited impact from development run-off. Mitigation Required: Yes, sustainable drainage required with road scheme.
4. Habitats	Direct -	Temporary -	Medium Term -	Environmental Features: The area contains a network of hawthorn hedgerows. Issues: The development proposal will have an impact on hedgerows in the area which is recognised as having conservation value. Mitigation Required: Yes. There is a need to safeguard the hedgerow network in the area. If the loss of hedgerows is unavoidable, developers should retain one side of the hedgerow network along Blackhill Road and replace the other side with at least 80% hawthorn hedgerow. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct Δ-	Temporary Δ-	Medium Term Δ-	Environmental Features: Area designated as green belt. Issues: Potential adverse impacts on designated areas of landscape importance. Mitigation Required: Yes. High quality landscaping and tree planting is required to reduce development impact and development must be sited to ensure protection of areas of designated areas of landscape importance.
6. Greenspace	Direct 0	Permanent 0	Long Term 0	Environmental Features: Area designated as green belt. The road is also within an area designated as a Site of Special Landscape Importance. Issues: The road upgrade is likely to result in the loss of a minimum amount of greenbelt land. Mitigation Required: Yes. Development will be expected to incorporate walking and cycling routes. Environmentally sensitive and protected sites to be safeguarded.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
9. Townscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
10. Historic Environment	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None

12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
14. Reduce the Need to Travel	Direct 0	Permanent 0	Long Term 0	Environmental Features: N/A Issues: N/A Mitigation Required: None
15. Alternative Modes of Transport	Direct $\Delta+$	Permanent $\Delta+$	Long Term $\Delta+$	Environmental Features: N/A Issues: The upgrading of the road may enhance public transport and sustainable accessibility to other modes of transport in the area. Mitigation Required: None
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
17. Pollution	?	?	?	Environmental Features: No data is available for this area. Issues: It is unknown what impact the proposed road/bus link will have on levels of pollution in the area. Mitigation Required: Yes. Appropriate measures required to ensure that all forms of pollution are prevented and appropriately monitored.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
19. Climate Change	?	?	?	Environmental Features: No data is available for this area Issues: Potential to add to carbon emissions and increase the City's ecological footprint. Mitigation Required: Yes. Measures should be incorporated through the masterplan design process, to ensure that the area's ecological footprint is kept to the absolute minimum.
20. Human Health	?	?	?	Environmental Features: No detailed data available for the local area. Issues: Potential to develop facilities that promote physical activity and exercise. Mitigation Required: Yes. Walking and cycling routes should be provided for the benefit of new and existing communities. Mitigation also required through the implementation of the Plan's policies.

PROPOSAL 0: SUMMARY OF ASSESSMENT

The development of the road upgrade is likely to have an adverse impact on hedgerow habitats and has the potential to have an adverse impact on landscape features. Mitigation measures will be required to minimise the visual impact of development and the replacement of any valuable habitats where any loss is unavoidable.

PROPOSAL P: OTHER ROAD UPGRADES (Bishopbriggs Relief Road, Duke Street Re-alignment (Parkhead))

Context: To facilitate regeneration of the City and to allow for appropriate access between places, it is necessary to provide new infrastructure, including the upgrading of some existing roads. The dualling of part of the Bishopbriggs Relief Road will upgrade the route which provides access from the M80 to Bishopbriggs through Robroyston, while the Duke Street Re-alignment will provide a necessary piece of road infrastructure involved in the regeneration of the east area of the City, near Parkhead (Clyde Gateway).

See City Plan 2, Infrastructure, Transport, paragraphs 6.12 and 6.15.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None
4. Habitats	0	0	0	Environmental Features: N/A Issues: Upgrading of existing roads unlikely to disturb any habitats. Mitigation Required: None.
5. Landscape	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
6. Greenspace	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	Direct +	Permanent +	Long Term +	Environmental Features: Vacant land at Duke Street site. Issues: Road scheme will make positive use of the vacant land. Mitigation Required: If appropriate, a contamination study should investigate where land/site contains, or is suspected of containing contamination.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
10. Historic Environment	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: Upgrading of existing roads and junctions unlikely to affect travel patterns in these cases. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: N/A Mitigation Required: None.

16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required:
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL P: SUMMARY OF ASSESSMENT

The scale of these proposals will not lead to adverse effects on the environment.

PROPOSAL Q: PARK AND RIDE FACILITIES

(Glasgow Fort (Easterhouse), Pollok Town Centre, Robroyston, in connection with Clyde Fastlink)

Context: The development of the City's public transport system is essential to containing private car usage, in particular for commuting purposes. The opportunity exists to further develop the City's park and ride facilities. This will allow people to drive to certain destinations where they can then use rail and bus public transport into the City Centre, or elsewhere.

See City Plan 2, Infrastructure, Transport, paragraph 6.44-6.45.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	0	0	0	Environmental Features: N/A Issues: The proposals will involve the construction of large car parks, the run off from which could impact on local drainage systems. Mitigation Required: Yes. Sustainable drainage should be incorporated into the park and ride car parking areas to ensure that run off is minimised.
4. Habitats	?	?	?	Environmental Features: The site at Robroyston may affect a C-SINC (site of former railway yards). Issues: Any impacts will depend on the precise location of the park and ride facilities. Mitigation Required: Yes. Sensitive siting of the new rail station and park and ride facility at Robroyston will be required to minimize impact on the C-SINC. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	0	0	0	Environmental Features: Green belt land at Robroyston. Issues: Most Park and Ride Schemes will be developed in urban areas and will have minimal impact on landscape character. Mitigation Required: Yes. Sensitive siting of the new rail station and park and ride facility at Robroyston will be required to minimise impact on C-SINC.
6. Greenspace	0	0	0	Environmental Features: Green belt land at Robroyston. Issues: The Robroyston park and ride facility, and accompanying rail station, will require land to be developed within the green belt. Mitigation Required: Yes. The masterplan for the Robroyston/Millerston Community Growth Area will address development and design requirements, as well as any necessary environmental mitigation issues (see Proposal A).
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: None. Mitigation: None.
10. Historic Environment	0	0	0	Environmental Features: The Category A Listed Provan Hall is located near Easterhouse Town Centre. Issues: None. Mitigation Required: Yes. Design should prevent or reduce any adverse effects on the setting of Provan Hall.

11. Design Quality	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: A key principle of City Plan 2 policy is to achieve high levels of quality design in all new development. Mitigation Required: Yes. Design of park and ride facilities to be high quality, low environmental impact incorporating sustainable drainage.
12. Energy Efficiency	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Park and ride facilities in the right locations provide the opportunity to reduce car usage and a reduction in carbon emissions. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	Direct 0	Permanent 0	Long Term 0	Environmental Features: The proposed facilities are within areas which are, or will be, supported by an established motorway, bus and rail network. Issues: Little impact on reducing need to travel, although likely to impact on modal share. Mitigation Required: None.
15. Alternative Modes of Transport	Direct +	Permanent +	Long Term +	Environmental Features: The proposed facilities are within areas supported by an established motorway, bus and rail network. Issues: The proposals are likely to help to encourage the use of public transport. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	Indirect +	Permanent +	Long Term +	Environmental Features: Issues: The proposals are likely to help towards protecting the environment from pollution in the long term. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	Indirect +	Permanent +	Long Term +	Environmental Features: N/A Issues: The proposal is likely to help towards protecting the environment from the effects of climate change in the long term. Mitigation Required: None.
20. Human Health	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: The use of public transport is generally less stressful to human health than car commuting. Mitigation Required: None.

PROPOSAL Q: SUMMARY OF ASSESSMENT

The proposal to develop park and ride facilities at appropriate locations will have a number of benefits including helping to reduce the environmental impact of private car commuting. Other than at Robroyston, where there are some environmental issues concerning a C-SINC and green belt land, the proposals are unlikely to have a significant environmental impact.

PROPOSAL R: YORKHILL – KELVINGROVE TOURIST ROUTE

Context: Glasgow is one of the UK's top tourist destinations. In its desire to retain this status, the Council seeks to promote additional attractions. In this case, with the proposed relocation and development of the transport museum at Yorkhill beside the River Clyde, there is an opportunity to investigate a new public transport link between the River and the existing attractions at Kelvingrove Museum and Art Gallery and Park.

See City Plan 2, Infrastructure, Transport, paragraph 6.27.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: The proposed route is within the built-up area. Issues: None Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: The River Kelvin flows through the area of the proposed route. Issues: The route has not yet been fully investigated and therefore any impact on the water environment is unknown at this time. Mitigation Required: Safeguarding of the water environment and development of appropriate drainage systems.
4. Habitats	?	?	?	Environmental Features: The River Kelvin is designated as a Corridor of Wildlife and/or Landscape Importance. Issues: The route of the link has not yet been fully investigated and, therefore, any impact on the environment is unknown at this time. Mitigation Required: If appropriate, requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	0	0	0	Environmental Features: The proposal is within a built-up area. Issues: None. Mitigation Required: None.
6. Greenspace	0	0	0	Environmental Features: No greenspaces likely to be affected. Issues: None. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	Direct Δ+	Permanent Δ+	Long Term Δ+	Environmental Features: The route could incorporate vacant land at Beith Street. Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: The area is built up, comprising housing, commercial and other uses. Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: The area is built up, comprising housing, commercial and other uses. Issues: None. Mitigation Required: None.
10. Historic Environment	?	?	?	Environmental Features: Number of sites of archaeological importance along the River Kelvin. Issues: The route of the link has not yet been fully investigated and, therefore, any impact on the river is unknown at this time. Mitigation Required: Yes. All historic features should be safeguarded from adverse impacts from development.
11. Design Quality	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
14. Reduce the Need to Travel	Direct 0	Permanent 0	Long Term 0	Environmental Features: The area is supported by an established bus, underground, road and rail network. Issues: Little impact on reducing need to travel, although likely to improve links to other public transport networks. Mitigation Required: None.
15. Alternative Modes of Transport	Direct +	Permanent +	Long Term +	Environmental Features: The area is supported by an established bus, underground, road and rail network. Issues: The proposed development is likely to improve links to other public transport networks. Mitigation Required: None.
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

PROPOSAL R: SUMMARY OF ASSESSMENT

The proposal to develop the short transport route will assist the development of the public transport network in the City. The route of the link has not yet been fully investigated and, therefore, any impact on habitats and the water and historic environment is unknown.

WASTE INFRASTRUCTURE

PROPOSAL S: KENMUIR ROAD WASTE RECYCLING PARK

Context: EU and national directives require local authorities to treat waste produce in a more effective and environmentally friendly way. This means that Glasgow has to have a network of appropriate centres to deal with waste and recycling. In this case, the Council proposes to assist with the development of a waste recycling park which can deal with certain domestic and commercial waste products.

See City Plan 2, Infrastructure, Waste Management, paragraph 6.115.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: Generally level ground. Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: Class 3 Agricultural Land. No prime quality agricultural ground in the area. Issues: None. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: N/A Issues: Leaching into water courses possible. Mitigation Required: Yes. Measures required to ensure that the development of waste treatment/recycling centres treats contaminated water on site in order to protect nearby water courses from pollution.
4. Habitats	?	?	?	Environmental Features: There are a number of environmentally sensitive areas close to the proposed site, such as Sites of Special Landscape Importance, Sites of Importance for Nature Conservation and designated woodland. Issues: The development could potentially have an indirect negative impact on sensitive areas located close to the site. Mitigation Required: Safeguarding of the areas, where appropriate. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct -	Temporary -	Medium Term -	Environmental Features: Protected areas and designated woodland nearby. Issues: The proposal will affect a small area of greenbelt land. Mitigation Required: The visual impact of the proposal should be kept to a minimum with high quality landscaping and trees which should be identified in the detailed design guidance for the proposal.
6. Greenspace	Direct -	Temporary -	Long Term -	Environmental Features: Located near green belt land between the M74 motorway, the Motherwell rail line and the Greenoakhill landfill site. Designated SSLI areas are located close to the proposed site. Issues: The proposal will affect a small area of greenbelt land. Mitigation Required: Environmentally sensitive and protected sites to be safeguarded.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
9. Townscape	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
10. Historic Environment	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

11. Design Quality	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: Yes. The design and operation of the recycling centre requires careful planning to minimise any adverse environmental impacts.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
13. Renewable Energy	Direct +	Permanent +	Long Term +	Environmental Features: Issues: The development proposal will facilitate recyclable waste thus minimising the amount of waste going to landfill. Using waste provides opportunities to create renewable energy sources. Mitigation Required: Yes. The design and operation of the recycling centre requires careful planning to minimise any adverse environmental impacts. Consideration should be given to the production of renewable energy at the centre for redistribution into the network.
14. Reduce the Need to Travel	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: As indicated above. Issues: A dedicated facility to treat waste and recycling will lead to additional heavy vehicle movements on the surrounding roads network. This location is considered to be an ideal location to site a low amenity use. Mitigation Required: None.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: The development will increase the City's ability to increase the amount of waste being recycled. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: The recycling park is unlikely to contribute to pollution other than vehicle usage and the possibility of leaching to water courses (see Water above). Mitigation Required: Yes. Measures required to ensure that the development of waste treatment/recycling centres treats contaminated water on site in order to protect nearby water courses from pollution. Heavy vehicle movements should be regulated.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	?	?	?	Environmental Features: No local data available. Issues: Pollution sources to be kept to a minimum. Mitigation Required: Yes. Measures should be incorporated through the design process, to ensure that the ecological footprint of the development is kept at a minimum.
20. Human Health	?	?	?	Environmental Features: N/A Issues: Need to ensure that stringent standards are upheld to ensure that human health is not affected by any industrial/waste activity. Mitigation Required: Yes. Regular monitoring required. Mitigation also required through the implementation of the Plan's policies.

PROPOSAL S: SUMMARY OF ASSESSMENT

The further development of the City's waste and recycling facilities will assist the Council to achieve targets set by the EU and nationally to increase the amount of waste being recycled. The proposal to develop a waste recycling park in an area which can accommodate low amenity uses without significant detriment to the environment will be innovative for the City. In addition to domestic and commercial waste minimisation, the City requires to deal with a significant amount of waste generated through the construction operations. Other than generating additional heavy vehicle movements in this part of the City, the development is unlikely to have other significant environmental impacts. The operations that will be located at Kenmuir Road may provide opportunities to produce renewable energy.

PROPOSAL T: UPGRADING OF WASTE RECYCLING CENTRES (Dawsholm, Polmadie and Shieldhall centres)

Context: EU and national directives require local authorities to treat waste produce in a more effective and environmentally friendly way. This means that Glasgow has to have a network of appropriate centres to deal with waste and recycling. In this case, the Council proposes to upgrade existing waste treatment centres to make them more adaptable to collect and treat waste products.

See City Plan 2, Infrastructure, Waste Management, paragraph 6.111-6.113.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: N/A Issues: Leaching into water courses possible. Mitigation Required: Yes. Measures required to ensure that the development of waste treatment/recycling centres treats contaminated water on site in order to protect nearby water courses from pollution.
4. Habitats	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
5. Landscape	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
6. Greenspace	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: Further limited development on existing waste centre sites. Mitigation Required: None.
9. Townscape	?	?	?	Environmental Features: N/A Issues: Further limited development on existing waste centre site. Mitigation Required: Yes. Ensure development does not have a negative impact on the existing surrounding neighbourhoods. Due to its size, special attention will require to be given to the Polmadie plant which is situated close to industry and business uses and housing at North Torglen, which will be subject to redevelopment through one of the GHA schemes (see Proposal D).
10. Historic Environment	0	0	0	Environmental Features: The locations do not affect any historic environments. Issues: None Mitigation Required: None.
11. Design Quality	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: N/A Issues: Potential to impact negatively on the surrounding areas. Mitigation Required: Yes. The design and operation of the recycling centres requires careful planning to minimise any adverse environmental impacts, including on neighbouring uses.
12. Energy Efficiency	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.

13. Renewable Energy	Direct Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: N/A Issues: Using waste provides opportunities to create renewable energy sources. Mitigation Required: Yes. At Polmadie, in particular, consideration should be given to the use of energy efficient power and energy recycling from waste.
14. Reduce the Need to Travel	?	?	?	Environmental Features: N/A Issues: The centres will be available for use by householders to dispose of various waste products. This could lead to an intensification of the sites and an overall increase in vehicle movements. Mitigation Required: Yes. Appropriate space is required within the centres to accommodate use by householders and other users.
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
16. Reduce Waste	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: The developments are likely to enhance the ability to increase the amount of waste being recycled. Mitigation Required: None.
17. Pollution	0	0	0	Environmental Features: N/A Issues: The recycling centres are unlikely to contribute to pollution other than vehicle usage and the possibility of leaching to water courses (see Water above). Mitigation Required: Yes. Measures required to ensure that the development of waste treatment/recycling centres treats contaminated water on site in order to protect nearby water courses from pollution.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	?	?	?	Environmental Features: No local data available. Issues: Powering the plants produces carbon emissions. Mitigation Required: Yes. Measures should be incorporated through the design process, to ensure that the ecological footprint of the developments is kept at a minimum.
20. Human Health	?	?	?	Environmental Features: N/A Issues: Need to ensure that stringent standards are upheld in the centres to ensure that human health is not affected. Mitigation Required: Yes. Regular monitoring of sites required.

PROPOSAL T: SUMMARY OF ASSESSMENT

The further development of the City's recycling facilities will assist the Council to achieve targets set by the EU and nationally to increase the amount of waste being recycled. Easter Queenslie centre has already been upgraded and the proposal to upgrade these three centres will provide a good distribution of centres around the City. The largest of the centres, at Polmadie, provides an opportunity to create renewable energy for other developments. The upgrades may mean an increase in private car use to access these facilities.

CULTURE AND SPORT INFRASTRUCTURE

PROPOSAL U: TORYGLEN REGIONAL INDOOR FOOTBALL TRAINING FACILITY

Context: The Council seeks to develop its culture and sports facilities. The Toryglen Regional Indoor Football Training Facility has since opened.

See City Plan 2, Infrastructure, Culture and Sport, paragraph 6.212.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: Toryglen is predominantly a built-up area. Issues: None. Mitigation Required: None.
2. Soils	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
3. Water	?	?	?	Environmental Features: N/A Issues: Potential adverse impacts from development run-off. Mitigation Required: Yes. Sustainable drainage to be incorporated into development to ensure any run-off is minimised.
4. Habitats	0	0	0	Environmental Features: There are no protected sites of nature conservation or habitats/species within the proposal area. Issues: None. Mitigation Required: None.
5. Landscape	0	0	0	Environmental Features: Toryglen is predominantly a built-up area. The area is designated as Greenspace. Issues: Limited Impact. Mitigation Required: None.
6. Greenspace	0	0	0	Environmental Features: Area designated as Greenspace. Issues: The proposal will give rise to the loss of greenspace but will provide a recreational facility which will benefit the health of its users. Mitigation Required: Development will be expected to incorporate greenspace provision.
7. Regeneration of Degraded/Previously Used Land	0	0	0	Environmental Features: Area does not contain vacant land. Issues: None. Mitigation Required: None.
8. Urban Form	0	0	0	Environmental Features: N/A Issues: The urban form of the surrounding area will not be unduly harmed by the proposed development. Mitigation Required: None.
9. Townscape	Direct Δ+	Permanent Δ +	Long Term Δ +	Environmental Features: N/A Issues: The opportunity exists to have a well designed development which will complement the surrounding townscape and urban form. Mitigation Required: None.
10. Historic Environment	0	0	0	Environmental Features: No historic features in the area. Issues: None. Mitigation Required: None.
11. Design Quality	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Potential to accept development which fails to meet high standards. Mitigation Required: Yes. High quality design will be required in line with policy DES 1: Development Design Principles.
12. Energy Efficiency	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Potential to accept development which fails to incorporate energy efficient design. Mitigation Required: Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.

13. Renewable Energy	Indirect Δ +	Permanent Δ +	Long Term Δ +	Environmental Features: N/A Issues: There may be opportunities in the development to promote renewable energy sources, e.g. heating. Mitigation Required: Yes. Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.
14. Reduce the Need to Travel	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area is served by good bus, road and rail networks, and by walking and cycling routes. Issues: As the proposal is for a regional centre, it will inevitably lead to some increase in travel to the area. Mitigation Required: Yes. Provide parking in line with policy TRANS 4: Vehicle Parking Standards.
15. Alternative Modes of Transport	Direct Δ -	Permanent Δ -	Long Term Δ -	Environmental Features: The area is served by good bus, road and rail networks, and by walking and cycling routes. Issues: As the proposal is for a regional centre, it will inevitably lead to some increase in car use in or to the area. Mitigation Required: Yes. Provide parking in line with policy TRANS 4: Vehicle Parking Standards.
16. Reduce Waste	0	0	0	Environmental Features: There are a number of multi-purpose recycling sites located in the area as well as Polmadie Reclamation Facility and Civic Amenity Site. Issues: The development is not likely to create a large amount of waste. Mitigation Required: Yes. Developers will be required to provide appropriate waste and recycling facilities.
17. Pollution	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None. Mitigation Required: None.
19. Climate Change	?	?	?	Environmental Features: N/A Issues: Unlikely to significantly add to carbon emissions. Mitigation Required: Yes. Measures should be incorporated through the design process, to ensure that the development is low or zero rated for carbon emissions
20. Human Health	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: The new sports facility will promote healthy lifestyles through sports activities. Mitigation Required: None

PROPOSAL U: SUMMARY OF ASSESSMENT

The development of the Regional Indoor Football Training Facility at Toryglen will add to the City's sports infrastructure provision and provide another avenue to promote healthy lifestyles through sports activities. Although the development will take place on an area of green space in the south side of the City, it will have a limited environmental impact. There may be increased private car use to the facility, particularly as it will serve the wider region, including outwith Glasgow. It will benefit, however, from its location near the national football stadium at Hampden Park.

FLOODING AND SEWERAGE INFRASTRUCTURE

PROPOSAL V: SURFACE WATER MANAGEMENT PLANS (SWMP) (Clyde Gateway Project Area, Toryglen and Gartloch/Easterhouse)

Context: SWMPs will provide the basis for the development of sustainable drainage solutions (SUDS) to facilitate future development. Potential solutions to manage flood risk include detention basins and retention ponds, which will have direct land-take implications. Land to accommodate such solutions will be identified through the SWMPs and will require to be safeguarded in order to maximise the potential for their use for SUDS.

See City Plan 2, Infrastructure, Drainage and Sewerage, paragraph 6.151-6.152.

Criteria What impact will the proposal have on....	Direct/ Indirect	Permanent/ Temporary	Short/ Medium/ Long Term	Comments/Issues
1. Landform	0	0	0	Environmental Features: N/A Issues: Basins and ponds, etc may be developed at foot of sloping land. Mitigation Required: None Required
2. Soils	?	?	?	Environmental Features: The Plan areas are within predominantly built-up areas. Issues: None. Mitigation Required: None.
3. Water	Direct +	Permanent +	Long Term +	Environmental Features: River Clyde and standing open water, such as Bishop Loch located in the Plan areas. Many areas are at risk from flooding. Issues: Likely to improve water quality and reduce the risk of flooding. Mitigation Required: None.
4. Habitats	Direct $\Delta+$	Temporary $\Delta+$	Medium Term $\Delta+$	Environmental Features: The SWMP areas contain Sites of Special Landscape Importance as well as other protected sites such as Sites of Special Scientific Interest and Local Nature Reserves. The River Clyde corridor is designated as a Corridor of Wildlife and/or Landscape Importance. Issues: SWMPs should retain habitats, promote biodiversity and safeguard important environmental features. Mitigation Required: Safeguarding of environmentally sensitive or protected sites through masterplanning. Requirements of the Local Biodiversity Action Plan and associated species action plans to be factored into development schemes.
5. Landscape	Direct $\Delta+$	Temporary $\Delta+$	Medium Term $\Delta+$	Environmental Features: The SWMP areas contain Sites of Special Landscape Importance as well as other protected sites such as Sites of Special Scientific Interest and Local Nature Reserves. Issues: Potential adverse impacts on local areas of landscape importance. Mitigation Required: Mitigation in the form of well planned landscaping and tree planting is required to reduce development impacts.
6. Greenspace	Direct $\Delta+$	Permanent $\Delta+$	Long Term $\Delta+$	Environmental Features: The SWMP areas contain Sites of Special Landscape Importance as well as other protected sites such as Sites of Special Scientific Interest and Local Nature Reserves. Issues: Potential adverse impacts on local areas of landscape importance. Mitigation Required: Yes. Mitigation in the form of well planned landscaping and tree planting is required to reduce development impacts.
7. Regeneration of Degraded/Previously Used Land	?	?	?	Environmental Features: SWMP areas contain vacant and derelict land. Issues: Surface Water Management Plans will need to identify the likely impacts on the environment. Mitigation: None identified at this time.

8. Urban Form	?	?	?	Environmental Features: Mix of inner and outer urban density housing and other land uses. Issues: Potential to provide a form of development which does not complement existing communities. Mitigation Required: The masterplan for the plan area should provide strong development design guidance to ensure development complements the existing urban form of the area.
9. Townscape	?	?	?	Environmental Features: Mix of inner and outer urban density housing and other land uses. Issues: Potential to provide a form of development which does not complement existing communities. Mitigation Required: The masterplan for the plan area should provide strong development design guidance to ensure development complements the existing urban form of the area
10. Historic Environment	?	?	?	Environmental Features: The SWMP areas contain a number of listed buildings and sites of archaeological importance. Issues: Limited impacts. Mitigation Required: All historic features and their setting should be safeguarded from adverse impacts from development.
11. Design Quality	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Potential to accept development which fails to meet high standards. Mitigation Required: High quality design will be required in line with policy DES 1: Development Design Principles.
12. Energy Efficiency	Direct +	Permanent +	Long Term +	Environmental Features: N/A Issues: Potential to accept development which fails to incorporate energy efficient design. Mitigation Required: Sustainable design will be required in line with policy DES 2: Sustainable Design and Construction.
13. Renewable Energy	0	0	0	Environmental Features: N/A Issues: It is expected there are limited opportunities to promote renewable energy sources arising from SWMPs. Mitigation Required: None
14. Reduce the Need to Travel	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
15. Alternative Modes of Transport	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
16. Reduce Waste	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
17. Pollution	Direct +	Permanent +	Long Term +	Environmental Features: No data available. Issues: Likely to improve water quality and reduce risk of flooding. Mitigation Required: None
18. Environmental Capacity	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None
19. Climate Change	Direct +	Permanent +	Long Term +	Environmental Features: There is no data available in relation to climate change in localised areas. Issues: None. Mitigation Required: Measures should be incorporated through the design process, to ensure that the area's ecological footprint is kept at a low level.
20. Human Health	0	0	0	Environmental Features: N/A Issues: None Mitigation Required: None

PROPOSAL V: SUMMARY OF ASSESSMENT

Surface Water Management Plans will provide the basis for the development of sustainable drainage solutions to facilitate future development and will provide potential solutions to manage flood risk. The implementation of SWMPs has the potential to improve conditions for habitats and biodiversity creation, and also improve landscape and retention or creation of greenspace. Mitigation measures will be required to minimise the visual impact of development through measures, such as landscaping and tree planting. A habitats survey may be required via masterplanning as well as the provision of strong sustainable design guidance and safeguarding of historic features.

