

Glasgow City Development Plan

SCREENING REPORT

Supplementary Guidance to Policy CDP 2 – Strategic
Development Frameworks
(North Glasgow SDF)

Glasgow City Council
Neighbourhoods, Regeneration and Sustainability Services
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STEP 1 – DETAILS OF THE PLAN

Responsible Authority:

Glasgow City Council

Title of the plan:

Supplementary Guidance to CDP2 – Strategic Development Frameworks
North Glasgow Strategic Development Framework

What prompted the plan:

(e.g. a legislative, regulatory or administrative provision)

Regulatory Provision - The Glasgow City Development Plan (CDP) contains a number of key policies. Policy CDP 2 – Sustainable Spatial Strategy in the Plan commits to the production of supplementary guidance for the priority areas identified in the Sustainable Spatial Strategy. Accordingly, SG2 Supplementary Guidance is being prepared for the following Strategic Development Framework Areas (SDF's);

- City Centre
- River Clyde
- Govan/Partick
- Inner East
- Greater Easterhouse
- North Glasgow

This Screening Report relates to the final draft North Glasgow SDF area.

Plan subject:

(e.g. transport)

Town and Country Planning and Land Use

Screening is required by the Environmental Assessment (Scotland) Act 2005.

Based on Boxes 3 and 4, our view is that:

An SEA is required, as the environmental effects are likely to be significant: Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3) Section 5(4)

An SEA is not required, as the environmental effects are unlikely to be significant: Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3) Section 5(4)

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Date:

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STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

Context of the Plan:

The Planning etc. (Scotland) Act 2006, introduced the concept of supplementary guidance, on a statutory basis, as part of local development plans. Local development plans focus on vision, spatial strategy, overarching and other key policies and proposals. Supplementary guidance provides detailed information to support the policies and proposals in the Plan. The [Glasgow City Development Plan](#) (2017) was prepared and approved prior to The Planning (Scotland) Act 2019.

Description of the Plan:

Policy CDP 2 – Sustainable Spatial Strategy in the Plan commits to the production of [supplementary guidance](#) for the priority areas identified in the Sustainable Spatial Strategy. These priority areas present unique spatial opportunities and challenges and they also have a number of common issues such as poor connectivity and significant amounts of vacant land.

There are two levels of spatial supplementary guidance: Strategic Development Frameworks and Local Development Frameworks. This suite of documents (the adopted Plan and (topic and spatial) supplementary guidance) provides the statutory basis for assessing planning applications in Glasgow.

SDFs cover large areas of the City which span beyond neighbourhood level. These areas were identified as requiring a strategic approach to co-ordinate development activity, direct investment and address emerging opportunities. The SDFs support the key strategic aims of the City Council and each one will set out an agreed spatial framework and action plan to guide development and regeneration efforts in six key areas of the City. Although there are commonalities between the SDF areas, each one faces its own unique challenges and individual SDF documents are being prepared in recognition of this.

One of the SDF areas is North Glasgow. The **final draft North Glasgow SDF (October 2022)** therefore provides the detailed spatial strategy for this part of the City, in line with the commitment in Policy CDP2 of the City Development Plan. **The final draft SDF (October 2022) is the subject of this SEA Screening Report.**

What are the key components of the plan?

The finalised North Glasgow SDF October 2022 Part 4 **Spatial Design Strategy** section (final draft SDF, pages 26-60) is the key component of the document. The Spatial Design Strategy section, set out across eight complementary themes, puts forward general **principles** - guidance statements - to inform the design of future proposals as appropriate.

Have any of the components of the plan been considered in previous SEA work?

The final draft North Glasgow SDF implements Policy CDP2 – Sustainable Spatial Strategy of the current adopted Glasgow City Development Plan (2017). Policy CDP2 has been subject to full SEA assessment as part of the Plan. The key components of the SEA assessment process are detailed below.

The [SEA Scoping Report for City Plan 3](#) was submitted to the Consultation Authorities via the SEA Gateway in June 2010. The scoping process helped to identify and define:

- the geographical area of City Plan 3 coverage;
- existing environmental conditions and constraints in the City;
- the methods which would be used to analyse the environmental impacts in the Environmental Report; and
- the nature of consultation and engagement procedures.

Main Issues Report and Interim Environmental Report, September 2011

The Glasgow City Development Plan [Main Issues Report](#) (MIR) was the first stage in the local development plan process. The MIR highlighted areas of change from City Plan 2 and expressed a vision for the City as a whole. The accompanying [Interim Environmental Report](#) provided the basis for a preferred spatial strategy, highlighted preferred options and viable alternatives and put forward potential environmental mitigating measures, where these could be identified.

The policy framework proposed at the MIR stage reflected the need for:

- an enhanced sense of place, delivered through protecting, enhancing and capitalising on the best elements of the existing urban environment, whilst delivering new housing and other development;
- a continuing focus on the development of brownfield land over greenfield;
- continuing to direct major investment to the City Centre in order to reinforce its role as the core of the city and wider region and to capitalise on its accessibility by public transport and other sustainable modes;
- protecting and supporting the City's network of town centres to provide a focus for local economic development, community life and sustainable transport;
- developing a portfolio of attractive business and industrial sites offering a high quality environment for new and existing businesses and jobs for residents and others;
- promoting greater use of public transport and active travel;
- creating an urban fabric designed to enable the more efficient use of resources;
- enhancing the City's Green Network;
- prioritisation of resources in terms of where the greatest impact from public investment can be derived; and
- nurturing effective partnerships between the public, private and third sectors and communities, and across disciplines to ensure the long-term success of regeneration projects.

In terms of Policy CDP2 - The Sustainable Spatial Strategy, the Interim Environmental Report considered the following preferred and alternative options:

- Issue 1.1 – Is Land Release Required for Private Housebuilding?
- Issue 1.3 – Local Renewable/Low Carbon Sources of Heat and Power
- Issue 1.5 – Alternative Uses for Vacant and Derelict Land
- Issue 1.6 – Urban Lighting
- Issue 2.2 – Reviewing Town Centres
- Issue 2.4 – Role and Function of Other retail and Commercial/Leisure Centres
- Issue 2.6 – The Scale of Industrial and Business land Supply
- Issue 2.7 – Review of Industrial and Business Areas
- Issue 3.1 – Engaging with Local Communities
- Issue 3.2 – Addressing Multiple Deprivation
- Issue 3.3 – Level of Affordable Housing Need
- Issue 3.4 – Meeting Affordable Housing Need Across the City
- Issue 3.5 – Providing for Local Services in New Residential Areas
- Issue 4.1 - Future Public Transport Network
- Issue 4.3 – Delivery of Local Rail Infrastructure
- Issue 4.4 – Development of the Local Road Network
- Issue 4.6 – Strategic Cycle Route
- Issue 4.8 – City Centre Car Parking Provision
- Issue 5.1 – New Conservation Areas
- Issue 5.2 – Flooding and Drainage
- Issue 5.3 – Green Network Priorities
- Issue 5.4 - Ecosystems and Integrated Habitats Networks
- Issue 6.1 – Designing Streets and Places
- Issue 6.2 - Residential Densities and Types of Homes
- Issue 6.4 - Reducing the Need for Energy in New Developments
- Issue 6.5 – Retrofitting the Urban Environment

The results of this initial environmental assessment indicated that no major environmental issues were identified relating to the preferred option for any of the issues listed above that required further detailed environmental assessment / mitigation, with the exception of Issue 4.4. In terms of Issue 4.4, the assessment indicated that any potential adverse environmental implications arising from future road proposals would require to be assessed and mitigated, if necessary, on an individual case-by-case basis.

City Development Plan – Background Paper 2: Sustainable Spatial Strategy, 2013

This [background paper](#) set out the role of the Sustainable Spatial Strategy in supporting the delivery of the City Development Plan. The paper noted that the City Development Plan would create a spatial framework for Glasgow’s development over a ten-year period up to 2024. It was the Council’s aspiration, however, that the Plan would influence change in the shape and form of the City well beyond these timeframes, and would create the connected building blocks on which the City’s environment, economy and neighbourhoods can develop.

The key themes and policy framework outlined in the MIR were further developed with the identification of the four strategic outcomes that the delivery of the LDP's spatial vision would achieve. These are:

- a thriving and sustainable place to live and work;
- a connected place to move around and do business in;
- a vibrant place with a growing economy;
- a green place.

The background paper noted that the Sustainable Spatial Strategy would be supported by spatial planning guidance that will form supplementary guidance. This would take the form of Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF). The SDFs and LDFs had been identified through a process of examining local areas and identifying what opportunities and challenges exist and where there would be most benefit from a co-ordinated intervention. The appendices to the background paper outline the considerations which led to the areas being identified and highlight opportunities that exist within each spatial location.

The background paper identified the North Glasgow area as a location for a Strategic Development Framework. The paper set out the key needs and opportunities which prioritised the North Glasgow area for SDF status, these were grouped under the following themes:

- National Significance
- Demographics – opportunity to improve population health and wellbeing
- Vacant & Derelict Land
- Infrastructure
- Housing
- Major Masterplanning Areas
- Green Network

Proposed Glasgow City Development Plan and Revised Environmental Report, May 2014

At the Proposed Plan stage a [Revised Environmental Report](#) (ER) was published. The purpose of this document was to:

- describe and detail any relevant or substantive changes that had been made since the MIR Interim Environmental Report;
- identify and assess the likely significant and cumulative environmental effects of the policies, proposals and new sites in the Proposed Plan; and
- indicate appropriate mitigation.

The Revised ER took account of both the comprehensive Strategic Environmental Assessment of City Plan 2 Strategy, Policies and Proposals and the MIR Interim Environmental Report. It should be noted that by this point, many of the spatial areas, development sites and policies included in the Proposed Plan had already been through the formal strategic environmental assessment process. Where this was the case, and where there had been no significant change in circumstances, there was no requirement to undertake further environmental assessment.

In conclusion, the **Revised ER** identified a number of **issues** which it noted should **continue to be monitored** throughout the lifetime of the Plan. In relation to Policy CDP 2 Sustainable Spatial Strategy, the relevant issues are as follows:

- the potential environmental impact of any new development
- realising opportunities to 'retrofit' existing buildings and the environment
- understanding and responding to flood patterns across the City and delivering the Strategic Metropolitan Drainage Plan
- considering environmental issues relating to the development of the City's brownfield land, especially in terms of dealing with contamination and pollution
- protecting existing environmental, cultural and habitat designations
- ensuring adequate and thorough environmental assessments are carried out for all major transport infrastructure projects
- realising green network strategic opportunities and other strategically significant projects
- reducing CO2 emission levels

In addition, the **key mitigation measures** identified at a **City-wide level** include:

- the effective application of CDP strategy and policy
- the introduction of detailed supplementary guidance which minimises negative environmental impacts
- the promotion of sustainable development patterns across the City, underpinned by public transport connections will help to tackle greenhouse gas emissions and climate change
- promoting industrial and business proposals which encourage the regeneration of degraded environments
- designing new residential environments through a placemaking and design approach which minimises negative environmental impacts

However, given the size and scale of the City, some **environmental issues** will be better dealt with at the **local or project level**. These include:

- ensuring a holistic approach is taken to the future development of key areas through the introduction and implementation of Strategic and Local Development Frameworks
- master planning exercises at the project level which include assessments designed to minimise the impact on landscapes and habitats
- identifying and implementing appropriate measure in relation to individual development applications which minimises potential negative environmental impacts such as flooding across the City
- mitigation measures in relation to transport infrastructure and traffic volumes and the relationship to air quality levels

All of the key CDP policies were put through the SEA assessment process. The results of the SEA assessment for Policy CDP2 – Sustainable Spatial Strategy (Revised Environmental Report, pages 74 – 75) indicates that the policy is likely to have a mainly positive impact on the environment. Policy CDP2 puts forward a spatial planning strategy that seeks to reinforce the role of the City Centre, prioritise key economic investment locations, and support existing town centres, the redevelopment of key housing investment areas, the re-use of brownfield sites and the protection and enhancement of the green network and

Green Belt. Policy CDP2 is likely to have a positive effect in relation to encouraging sustainable patterns of development and regeneration across the City as a whole, which take account of wider strategic and national plans and focus on encouraging the reuse and redevelopment of brownfield sites.

The CDP SEA assessment concluded that Policy CDP2 should be viewed a mitigation measure in itself as it will help to build a robust and resilient City which is much better equipped and structured to deal with future economic, social and environmental demands. Implementation of Policy CDP2 Sustainable Spatial Strategy will maximise the benefits of urban regeneration efforts at City-wide and local levels.

In relation to the CDP process, a number of potential development sites were proposed by the development industry, landowners and others, and were considered as having environmental issues or potential environmental issues as identified through the City Development Plan SEA process. The **Revised Environmental Report's Appendix 7** sets out the findings of the environmental assessment for each of these **externally proposed potential development sites**. The paragraphs below summarise the SEA assessment relative to each of the proposed sites that are located within the North Glasgow SDF area:

PROP 0001 Port Dundas was assessed as having issues due to its proximity to a Scheduled Ancient Monument (Forth and Clyde Canal) 30m buffer, and potential issues due to its location within an Archaeological Sensitive Trigger Area, Listed Building 30m buffer, Noise Management Area 200m buffer and Sites of Importance for Nature Conservation 50m buffer. The SEA noted that the site consists of a significant amount of vacant, derelict and potentially contaminated land, and recommended the consideration of mitigation regarding design given the proximity of F&C Canal, possible need for an archaeological survey, further investigation of potentially contaminated land and potential for flooding, and requirement for the delivery of improved public transport accessibility.

PROP 0009 St Agnes School was assessed as having potential issues as it is adjacent to a Site of Importance for Nature Conservation buffer, a listed building buffer and a Site of Special Landscape Importance. The SEA noted that the environmental designations would require consideration in the design of any new development. This is one of a number of small proposed developments in the area. The SEA stated that given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal, and that there is a need to investigate the potential extent of any flood risk.

PROP 0010 Phase 1 - Fara Street was assessed as having potential issues as it is adjacent to a buffer for a Site of Importance for Nature Conservation. This is one of a number of small proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. There is a need to investigate the potential extent of any flood risk.

PROP 0011 Phase 2 - Skirsa Street was assessed as having issues as it is adjacent to greenspace and potential issues as it incorporates a Green Corridor buffer and Site of Importance for Nature Conservation buffer. The site includes a blaes football pitch. The removal of the existing blaes pitch may be an issue in terms of its replacement. This is one of a number of small proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. The environmental designations would require special consideration in the design of any new development. There is a need to investigate the potential extent of any flood risk.

PROP 0012 Phase 3 - Herma Street was assessed as having issues as it is Greenspace, and potential issues as it is Green Corridor and a Site of Importance for Nature Conservation. Any loss of Greenspace would require appropriate compensation. This is one of a number of proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. The environmental designations would require special consideration in the design of any new development. There is a need to investigate the potential extent of any flood risk.

PROP 0013 Phase 5 - Vaila Place was assessed as having issues as it is Greenspace, adjacent to a Scheduled Ancient Monument (the Forth and Clyde Canal) and includes a High Tension Electricity Safety Zone. It was assessed as having potential issues as it is within a Green Corridor, includes a Site of Importance for Nature Conservation and is adjacent to an Archaeological Sensitive Trigger Area. Any loss of Greenspace would require appropriate compensation. This is one of a number of proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. The environmental designations would require special consideration in the design of any new development. An Archaeological Survey may be required. There is a need to investigate the potential extent of any flood risk.

PROP 0014 Phase 4 - Vaila Place was assessed as having issues as it is Greenspace, and potential issues as it is within a Green Corridor, includes a Site of Importance for Nature Conservation and is adjacent to an Archaeological Sensitive Trigger Area. Any loss of Greenspace would require appropriate compensation. This is one of a number of small proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. The environmental designations would require special consideration in the design of any new development. An Archaeological Survey may be required. Potentially contaminated land and flooding would require further investigation.

PROP 0019 Stobhill Road was assessed as having potential issues as it is adjacent to a Green Corridor buffer and listed building buffer. The site may include potentially contaminated land. A small part of the complex is listed. Retention and conversion of the listed/stone buildings and any new development should be in accordance with existing policy. A detailed site survey is required to identify buildings that could be retained and structures that could be demolished. If selective demolition is allowed, then stone and other materials should be salvaged, as appropriate, for reuse on the site. Potentially contaminated land and transport infrastructure requirements would require further investigation. There is a need to investigate the potential extent of any flood risk.

PROP 0020 Sandbank Street was assessed as having issues as it is Green Space and is adjacent to a Scheduled Ancient Monument (the Forth and Clyde Canal). It was assessed as having potential issues as it is a Site of Importance for Nature Conservation, within an Archaeological Sensitive Trigger Area, Green Corridor and listed buildings buffer. Any loss of Greenspace would require appropriate compensation. The environmental designations, and adjacency to the Forth and Clyde Canal, would require consideration in the design of any new development. An Archaeological Survey may be required. There is a need to investigate the potential extent of any flood risk.

PROP 0024 Cadder was assessed as having issues as it is Greenspace, adjacent to a Scheduled Ancient Monument (the Forth and Clyde Canal) and includes a High Tension Electricity Safety Zone. It was assessed as having potential issues as it is a Green Corridor, includes a Site of Importance for Nature Conservation and is also adjacent to an Archaeological Sensitive Trigger Area. Any loss of Greenspace would require appropriate compensation. This is one of a number of proposed developments in the area. Given the potential cumulative impact, these developments would benefit from a planning study or masterplan approach which considers wider access, open space, greenspace provision and the adjacency of the Forth and Clyde Canal. The environmental designations would require special consideration in the design of any new development. An Archaeological Survey may be required. There is a need to investigate the potential extent of any flood risk.

PROP 0032 Lomond Street/Hawthorn Street/Denmark Street was assessed as having issues as it is adjacent to a Green Corridor and is known to flood. A detailed Flood Risk assessment would be required.

PROP 0036 Charles Street (Springburn Depot) was assessed as having potential issues as it is adjacent to a Green Corridor. Any future development would need to provide an appropriately scaled frontage to Springburn Road.

PROP 0045 Orchard Wards, Ruchill Hospital was assessed as having potential issues as it is adjacent to listed buildings.

PROP 0052 Summerston was assessed as having issues as it is Green Belt, adjacent to Greenspace, contains Prime Agricultural Land and parts of the site are subject to Flood Risk (1 in 200 and 1 in 1000). It was assessed as having potential issues due to the presence of a Site of Importance for Nature

Conservation, being a Site of Special Landscape Importance, containing Green Corridor and Urban Fringe Land, being adjacent to a Site of Special Scientific Interest buffer, listed buildings, a World Heritage Site (The Antonine Wall) and including an Archaeological Sensitive Trigger Area. Protected and important species include otters, bats, wintering Greylag geese and pink footed geese, tree sparrow and other farmland birds. There is also a deer population. Important habitats include farmland, boundary features (hedgerows) and rivers/marsh. The major environmental issues would require extensive mitigation. Any development should be kept well away from the river, including associated wetland habitats. Space should also be retained for access and walkway provision. There are opportunities for Sustainable Urban Drainage Systems to provide additional wetland habitats.

PROP 0065 Carlisle Street was assessed as having issues as it is partially covered by a Hazardous Industry Safety Zone and potential issues as it is adjacent to a Green Corridor. Parts of the site are prone to pluvial flooding. Protected and important species may include bats. Any development will need to take account of the various environmental designations. The potential existence of bat activity and the potential extent of any flood risk requires investigation.

PROP 0079 Summerston was assessed as having issues as it is Green Belt, adjacent to a Scheduled Ancient Monument (The Antonine Wall), a Site of Special Scientific Interest, Greenspace and contains Prime Agricultural Land, a High Tension Electricity Safety Zone, and parts of the site are subject to Flood Risk (1 in 200). It was assessed as having potential issues due to the presence of a Site of Importance for Nature Conservation, Site of Special Landscape Importance, Green Corridor, Urban Fringe Land, listed buildings and Archaeological Sensitive Trigger Areas. Protected and important species include otters, bats, wintering Greylag geese and pink footed geese, tree sparrow and other farmland birds. There is also a deer population. Important habitats include farmland, boundary features (hedgerows) and rivers/marsh. The major environmental issues would require extensive mitigation. Any development should be kept well away from the river, including associated wetland habitats and will be restricted to the area identified for potential new housing on the City Development Plan Policy and Proposals map. Space should also be retained for access and walkway provision. There are opportunities for Sustainable Urban Drainage Systems to provide additional wetland habitats.

Appendix 6 of the Proposed CDP [Revised Environmental Report](#) (Revised ER) details when and how **proposals** contained within the **CDP Policies and Proposals Map** were subject to environmental assessment. The following proposals listed in Appendix 6 of the Revised ER are situated within the SDF area:

- H001 – Housing Land Supply (Maryhill Locks, Collina St)
- H009 – Housing Land Supply (Ronaldsay St/ Liddesdale Sq)
- H010 – Housing Land Supply (Hawthorn St/ Saracen St)
- H029 – Housing Land Supply (Cowlairs/ East Keppoch)
- H030 – Housing Land Supply (Liddesdale Rd (south))
- H035 – Housing Land Supply (Ruchill Hospital/ Bilsland Dr)
- H040 – Housing Land Supply (Bardowie St/ Carbeth St)
- H041 – Housing Land Supply (Auckland St, St Cuthbert/Saracen PS)

- H042 – Housing Land Supply (Auckland St, St Cuthbert/Saracen PS)
- H043 – Housing Land Supply (Stornoway St, School for the Deaf))
- H055 – Housing Land Supply (Lochgilp St, Maryhill Locks)
- H062 – Housing Land Supply (Possil Rd/Garscube Rd)
- H065 – Housing Land Supply (Flemington St)
- H067 – Housing Land Supply (280 Hawthorn St/ Ashfield St)
- H074 – Housing Land Supply (131 Craighall Rd/ Dawson Rd)
- H077 – Housing Land Supply (Petershill Rd/ Springburn Rd)
- H079 – Housing Land Supply (Ellesmere St, Westercommon PS)
- H083 – Housing Land Supply (Petershill Rd/Southloch Rd)
- H094 – Housing Land Supply (Mingulay Place, St Ambrose PS)
- H096 – Housing Land Supply (Torr St/ Sloy St/ Ashfield St)
- H113 – New Housing (Greenbelt) (Summerston)
- H118 – Maryhill Transformational Regeneration Area
- H121 – Sighthill Transformational Regeneration Area

In terms of the Strategic Environmental Assessment of **Economic Development Areas** and **Network of Centre locations** in North Glasgow, further details relating to the potential environmental impact of policies and proposals can be found within **Appendix 5** of the Proposed CDP [Revised Environmental Report and within the accompanying Strategic Environmental Assessment Screening Reports for SG3 - Economic Development and SG4 - Network of Centres](#)

City Development Plan - Supplementary Guidance

Following Glasgow City Development Plan adoption in 2017, nine topic-based pieces of supplementary guidance have been brought forward and adopted: all of these supplementary topic-based guides have been through the SEA screening process. The main purpose of the Strategic Development Frameworks, as spatial supplementary guides, is to promote in more detail the Development Plan’s policy aims and objectives within six key spatial priority areas in the city.

North Glasgow Strategic Development Framework (October 2022)

The final draft North Glasgow SDF has been prepared as spatial supplementary guidance, as required by of Policy CDP2 of the City Development Plan (2017). The SDF puts forward a series of **principles** that seek to deliver upon the policy aims and objectives of the City Development Plan within the defined spatial area of North Glasgow. The SDF principles do not establish any new policies, and do not support any potential future development proposals that would be contrary to the policies of the adopted Development Plan. The SDF provides a spatial planning context to support current and emerging development and infrastructure proposals, where such investment contributes to the creation of a healthy, high quality and sustainable North Glasgow.

There are several strategic and local partnership initiatives that continue to drive forward the development of specific localities within the SDF area. These partnerships have carried out extensive engagement exercises – including community design workshops and planning charrettes – over recent years. The documented findings of these events have helped to inform the North Glasgow SDF. These local engagement events are referenced in the finalised SDF at Appendix B Engagement Events 2014-2021.

The first draft North Glasgow SDF (October 2020): Public Consultation October 2020 - January 2021

The first draft SDF was published for public consultation over the period 1st October 2020 to 29th January 2021. In total, 59 respondents submitted written comments on the draft SDF document, via the format of an email or completed survey. In respect of SEA consultation authorities, Historic Environment Scotland (HES) and NatureScot submitted responses to the draft SDF consultation. Scottish Canals, Sustrans and Transport Scotland were amongst the other agencies, landowners, developers, interest groups and individual members of the public that also submitted responses to the consultation.

The comments were collated into two tables: an Email responses table and a Survey responses table. The tables record the comments received and the City Council's response and recommended action in respect of each individual comment.

Summary of responses:

Overall, the 59 respondents provided 393 specific comments on the first draft SDF. The comments submitted are summarised as follows:

- 159 comments **expressed support** for the draft SDF, its Vision, Outcomes and Spatial Design Strategy principles.
- Respondent 3 **expressed concern** over the draft SDF's identification of a site at Carlisle Street as a Business Development Opportunity site within the Theme: Enterprise Diagram and Spatial Design Strategy Diagram (ref. Comment C7, Emails Table). This comment resulted in three modifications to the document that are included in the final version of the SDF.
- Respondent 41 and Respondent 59 **expressed concern** about draft SDF Principle PR37 (FV PR38) which relates to the Avenues North project (ref. Comments C286 and C393 respectively in the Surveys Table): the respondents were concerned that the project would reduce road traffic space for vehicular use. These comments resulted in the modification of Principle PR37 (Principle FV PR38 in the finalised SDF), with the amended text stating "...The Avenues North project will seek to create re-balanced streets, where improved active travel space is well-integrated with vehicle space."
The Avenues North project aims to enhance the quality of walking and cycling infrastructure along the north's main south-to-north streets, which are currently dominated by vehicle road space - on a single carriageway, the existing road space is often laid out as generous-width single lanes. It is considered that where the Avenues North project proposes wider pedestrian pavements and/or new segregated cycle lane(s) on these routes, the changes could be implemented whilst maintaining the same number of vehicle lanes within the re-designed, slightly narrower roadway.
- Respondent 25 **did not agree** with the draft SDF Appendix D Avenues North project (indicative programme section) text that states: "Medium term - introducing shared pedestrian and cycle surfaces on existing public pavements" (ref. Comment C171, Emails Table). This comment resulted in one modification - namely, the deletion of the aforesaid "medium term etc" text - included within the final version of the SDF.

- Respondent 57 **did not agree** with the draft SDF Connected North Outcome statement (ref. Comment C373, Surveys Table). In respect of this comment, no modification was made to the SDF.
- Respondent 57 **did not agree** with five of the Common Issues statements set out in the draft SDF (ref. Comment C374, Surveys Table). This comment resulted in one modification to the document that is included in the final version of the SDF, namely:
 - The draft SDF’s Common Issues section has been refined and expanded in the finalised SDF, under the amended heading of “Physical Issues”. Within the amended Physical Issues section, new sub-sections have been included that summarise four strategic-level physical issues:
 - Issue 1: Vacant and Derelict Land
 - Issue 2: Public Transport
 - Issue 3: Active Travel
 - Issue 4: Open Space
- 113 comments **suggested amendments** to the draft SDF: some of these comments expressed similar points. These comments resulted in fifty-nine modifications to the document that have been included in the final version of the SDF.
- 115 comments **suggested amendments** to the draft SDF: some of these comments expressed similar points. These comments did not result in any modifications to the SDF.

The SEA Consultation Authorities that responded to the first draft SDF (October 2020) public consultation are summarised as follows:

Historic Environment Scotland (HES) (Respondent 32, Ref. Comments C213-C217, Surveys Table) – welcomed the first draft SDF’s recognition of the important role that the historic environment has to play in the delivery of the SDF vision and strategy for the north of the city. HES particularly welcomed that SDF Principle 20 recognises the value of the historic environment beyond designated assets, and that the historic environment is an essential element of successful placemaking and building upon local identity.

- Following consultation, the SDF has been amended to include a new Theme: Facilities, within which a new principle (FV PR28) states:
 - “The SDF supports proposals to enhance the north’s built heritage assets, which includes:
 - listed buildings;
 - unlisted historic buildings;
 - the Canal scheduled monument;
 - The River Kelvin’s bridge structures and industrial heritage sites.”

Also see the summary of NatureScot’s comments on the next page

NatureScot (Respondent 33, Ref. Comments C218-C226, Surveys Table) – was generally supportive of the first draft SDF’s overall approach, in particular the document’s focus on improving the green network, active travel connectivity and the redevelopment of brownfield land.

Considered that creating accessible and multi-functional green networks with green / blue corridors such as the Forth and Clyde Canal and the River Kelvin, will be key to delivering growth in the Glasgow North area.

- Following consultation, the SDF has been amended as follows: delete draft SDF Principle PR43 and insert a new Principle (FV PR44) that states: “The SDF supports proposals to improve green, blue and grey infrastructure, to make the area more adaptable and resilient to the effects of climate change.”

Stated that whilst green networks are given emphasis in relation to the ‘Green North’ Outcome, NatureScot would like to see green networks be intertwined throughout the Strategy. This will allow green infrastructure to be given emphasis across all development and ensure integration and cohesion throughout the area.

- The Green North Outcome informs the content of all eight of the Spatial Design Strategy’s themes and associated principles. The Green North Outcome also seeks to stimulate action by developers that ensures their proposals contribute to the delivery of nature-based solutions and a greener, healthier and more resilient North Glasgow.

The North Glasgow SDF (October 2022) – next steps:

The **final draft North Glasgow SDF** seeks to guide the physical development of the north of the city, by setting out an overarching vision and general principles to inform the design of future development and infrastructure proposals. The SDF’s principles support the north’s transition from being an area with a fragmented urban form into an area with a working, liveable, connected and green physical environment.

The North Glasgow SDF, as a spatial planning tool, aims to have an overall positive impact on the north’s environment and contribute positive effects towards the city-wide environment.

The finalised draft North Glasgow SDF will be:

- reported to the Council’s City Administration Committee on 3rd November 2022 for approval;
- thereafter the SDF, and details of the consultation process, will be submitted to the Scottish Ministers for their consideration;
- thereafter, unless directed otherwise by the Scottish Ministers, the City Council will adopt the North Glasgow SDF as Supplementary Guidance to the Glasgow City Development Plan 2017.

In terms of your response to Boxes 7 and 8 above, set out those components of the plan that are likely to require screening:

The key component of the **finalised draft North Glasgow SDF (October 2022)** that is likely to require SEA screening is the SDF's Part 4 **Spatial Design Strategy** section (final SDF, pages 26-60). The Spatial Design Strategy section, set out across eight complementary themes, puts forward general principles - guidance statements - to inform the design of future proposals as appropriate.

The eight themes are referenced within the bullet points below:

A WORKING NORTH

- Theme: Enterprise

A LIVEABLE NORTH

- Theme: Neighbourhoods
- Theme: Town Centres and Local Shopping Facilities
- Theme: Facilities

A CONNECTED NORTH

- Theme: Public Transport
- Theme: Active Travel

A GREEN NORTH

- Theme: Green Network
- Theme: Glasgow Canal

**STEP 3 – IDENTIFYING INTERACTIONS OF THE PLAN WITH THE ENVIRONMENT AND
CONSIDERING THE LIKELY SIGNIFICANCE OF ANY INTERACTIONS)**

Plan Components	Environmental Topic Areas											Explanation of Potential Environmental Effects	Explanation of Significance
	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Climatic factors	Material assets	Cultural heritage	Landscape	Inter-relationship issues			
FINAL SDF (OCT. 2022) THEME: ENTERPRISE Principles PR1-PR7	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p>The SDF Principles potential indirect interactions with the environment: The Principles promotion of improvements to the environmental quality of Economic Development Areas (EDAs) may, through their influence on the design of future projects, generate interactions with the biodiversity/flora/fauna, soil, water and landscape topic areas.</p> <p>The Principles support for employment generating activities (existing and potential additional uses) may, through future projects, generate interactions with the population and human health topic area.</p> <p>The Principles support for a range of industrial activities may, through future projects, generate interactions with the air and climatic factor topic areas.</p> <p><i>continued on next page</i></p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The CDP sets out planning policy in support of economic development and growth - see Policy CDP 3: Economic Development. Supplementary Guidance SG3, which has been subject to SEA Screening, provides more detail in support of Policy CDP3. The Theme: Enterprise Principles do not change or amend policies contained in the adopted City Development Plan (CDP).</p> <p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Enterprise Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects for: <ul style="list-style-type: none"> • biodiversity/flora/fauna; soil; water; landscape; and population and human health. This would be through these projects' improvement of environmental quality within EDAs and through the development of additional employment generating uses. <p><i>continued on next page</i></p>	

										<p>The range and detail of an individual project’s direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<ul style="list-style-type: none"> climatic factors and air quality, through support for improved active travel and public transport connections and support for modern industries. <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
<p>FINAL SDF (OCT. 2022) THEME: NEIGHBOURHOODS Principles PR8-PR18</p>	✓	✓	✓	✓	✓	✓	✓	✓	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p>The SDF Principles potential indirect interactions with the environment: Principle PR8 outlines support for new developments that contribute to a compact and sustainable city. Principle PR9 promotes the application of Policy CDP 1 the Placemaking Principle in the design of new developments. These Principles may, through their influence on the design of future projects, generate interactions with the population and human health, soil, water, climatic factors and landscape topic areas.</p> <p>Principle PR10 supports district heating and sustainable buildings: this principle may, through future projects, generate interactions with the population and human health, climatic factors and material assets topic areas.</p> <p>Principle PR11 supports the introduction of meanwhile uses to large vacant sites as appropriate: this principle may, through future projects, generate interactions with the biodiversity/flora/fauna, population</p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Neighbourhoods Principles do not change or amend the policies contained in the adopted Development Plan. Indeed, the Principles support and further develop a number of Plan policies: particularly Policy CDP1 – The Placemaking Principle, which has been subject to full SEA assessment.</p> <p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Neighbourhoods Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across all of the environmental topic areas. For example: <ul style="list-style-type: none"> District heating and sustainably design new development projects could create potentially positive impacts for human health and household income levels; deliver energy efficient new houses that would help achieve climate change mitigation goals; and secure benefits for material assets (e.g. new houses, business and office

										<p>and human health and landscape topic areas.</p> <p>Principle PR12 supports measures to enhance the north's heritage assets: this principle may, through future projects, generate interactions with the material assets, cultural heritage and landscape topic areas.</p> <p>Principle PR14 supports the 20-minute neighbourhoods concept: this principle may, through its influence on the design of future projects, generate interactions with biodiversity/flora/fauna, population and human health, air and climatic factors topic areas.</p> <p>Principle PR15 may, through future projects, generate interactions with population and human health and climatic factors topic areas.</p> <p>Principle PR16 supports the protection of the Green Belt: this principle may, through future projects, generate interactions with the biodiversity/flora/fauna, soil, water, air, climatic factors and landscape topic areas.</p> <p>The range and detail of an individual project's direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>developments) through improving building sustainability.</p> <ul style="list-style-type: none"> • Meanwhile uses introduced on large vacant sites could generate potentially positive impacts through improved biodiversity, create human wellbeing and personal psychological benefits, and enhanced environmental amenity and visual appearance. • Support for heritage enhancement projects – could create potentially positive impacts through investment in built heritage, improvements to assets which support cultural heritage and the landscape value of heritage assets. • 20-minute neighbourhoods – could generate potentially positive effects through the delivery of small-to-medium scale environmental improvements: health and population benefits of improved active travel and accessibility: air quality improvements: and climate change mitigation by encouraging more use of healthy travel modes (e.g. walking/cycling) and thereby reducing car usage levels. • Town centre housing – could create potentially positive impacts through population and health benefits of increased town centre vitality; and climate change mitigation by reducing private car usage and dependency levels • Green Belt protection – could generate potentially positive potential through retention of natural and semi-natural features which may have benefits for
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											<p>biodiversity, flora and fauna, soil, water, air, climate change mitigation and landscape.</p> <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
<p>FINAL SDF (OCT. 2022) THEME: TOWN CENTRES & LOCAL SHOPPING FACILITIES Principles PR17-PR22</p>	✓	✓	✓	✓	✓	✓	✓	✓	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p>The SDF Principles potential indirect interactions with the environment: The Principles supporting environmental improvements to town centres, local shopping facilities and retail parks may, through their influence on the design of future projects, generate interactions with the biodiversity/flora/ fauna topic area.</p> <p>The Principles support for the improvement of active travel links to/from and within town centres, local shopping facilities may, through future projects, generate interactions with the population and human health, material assets, climate factors and cultural heritage topic areas.</p> <p>The range and detail of an individual project’s direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Town Centres and Local Shopping Facilities Principles do not seek to change or amend the policies contained in the adopted Plan. Indeed, these Principles support and further develop a number of Plan policies, particularly Policies CDP4 – Network of Centres and CDP1 – The Placemaking Principle, which have been subject to full SEA assessment.</p> <p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Town Centres and Local Shopping Facilities Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas: For example: <ul style="list-style-type: none"> • For biodiversity/flora/fauna, there is potentially positive impacts in terms of environmental improvements to centres and retail parks, which would help to create richer plant and habitats systems. • There are potentially positive effects for population and human health - through improved active

											<p>travel connections, better quality environment and provision of a greater range of services in local centres. This could encourage people to achieve sustainable living patterns and potentially improve the quality of life for all individuals within a community. Material assets and cultural heritage could also benefit through improvements to the built environment and public realm.</p> <ul style="list-style-type: none"> • There is positive potential in terms of climate change mitigation through improved active travel accessibility to/from better quality town centres and local shopping facilities. This could generate an increase in the use of healthy travel modes (e.g. walking, cycling and public transport), thereby helping to reduce in private car usage levels, which would have climate change mitigation benefits. <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
FINAL SDF (OCT. 2022) THEME: FACILITIES Principles PR23-PR28	✓	✓	✗	✗	✗	✓	✓	✓	✗	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p><i>continued on next page</i></p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Facilities Principles do not change or amend the policies contained in the adopted Plan. Indeed, the Principles support and further develop a number of Plan policies, particularly Policy CDP1 – The Placemaking Principle, Policy CDP6 – Green Belt and Green Network and Policy CDP9 –</p>

										<p>The SDF Principles potential indirect interactions with the environment: Principle PR26's support for the maintenance and enhancement of food growing spaces may, through its influence on the design of future projects, generate interactions with the biodiversity/flora/fauna and population and human health topic areas.</p> <p>The Principles supporting the maintenance of health care (PR23), education (PR24) and outdoor sports/recreation (PR25) may, through future projects, generate interactions with the population and human health topic area.</p> <p>Principle PR28's support for proposals that would enhance the north's built heritage assets may, through future projects, generate interactions with the material assets and cultural heritage.</p> <p>More generally, the Principles support for the maintenance and improvement of local amenities may, through future projects, generate interactions with the climatic factors topic area.</p> <p>The range and detail of an individual project's direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>Historic Environment, which have been subject to full SEA assessment.</p> <p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Facilities Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas: For example: <ul style="list-style-type: none"> • For biodiversity/flora/fauna, there could be potentially positive effects through the delivery of new or improved growing spaces that support a greater variety of plants and wildlife species. • For population and human health, there could be potentially positive impacts through the development of improved health care and education provision, to support improved wellbeing and healthy living outcomes; attractive and accessible community centre facilities could contribute to improved social cohesion and physical exercise levels, and food growing facilities could encourage individuals and households adopting healthy dietary habits. • For material assets, there is positive potential through the retention, improvement and expansion of facilities, preventing the loss of material assets as well as expanding them. Material assets and cultural heritage could also be impacted by the retention and improvement of the historic built environment.

												<ul style="list-style-type: none"> In terms of climatic factors there could be potentially positive effects, through the Principles support for the provision of local facilities. The retention and enhancement of attractive and easily accessible of local facilities could result in residents making increased use of ‘on the doorstep’ facilities: this could encourage a switch towards walking and cycling modes for short journeys; and reduce residents dependency on private cars use. This increased use of healthy travel modes could have climate change mitigation benefits. <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
FINAL SDF (OCT. 2022) THEME: PUBLIC TRANSPORT Principles PR29-PR35	✓	✓	✗	✗	✓	✓	✓	✗	✗	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p>The SDF Principles potential indirect interactions with the environment: The Theme: Public Transport Principles support for public transport improvements in the north of the city may, through their influence on the design of future projects, generate interactions with the biodiversity/flora/ fauna, population and human health, air, climatic factors and material assets topic areas.</p> <p><i>continued on next page</i></p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Public Transport Principles do not change or amend the policies contained in the adopted Plan. Indeed, the Principles support and further develop a number of Plan policies, particularly Policy CDP11 – Sustainable Transport.</p> <p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Public Transport Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas, for example: <p><i>continued on next page</i></p>

										<p>The range and detail of an individual project's direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<ul style="list-style-type: none"> • Population – A better quality public transport network could encourage residents to switch towards the use of affordable and efficient sustainable transport modes. • Health – Encouraging residents to switch to public transport could increase walking levels to/from public transport routes and reduce dependency on private car use. • Air – Reducing private car usage levels could improve air quality within streets/surrounding areas. • Climate – Less need for private car usage could act as a climate change mitigation measure. <p>Future projects for improved or new public transport infrastructure (involving physical development) could generate potentially negative effects for biodiversity/flora/fauna, where proposals directly impact on green or wildlife corridors. Such proposals would be assessed against City Development Plan Policy CDP6 Green Network and Green Belt, to ensure potential negative effects are assessed, and mitigation measures put in place, at the planning application stage.</p> <p>Future projects for improved or new public transport infrastructure (involving physical development) could generate potentially negative effects for areas of landscape importance, where proposals directly impact on designated landscapes. Such proposals would be assessed against the City Development Plan Policy CDP7 Natural Environment, to ensure potential negative impacts are assessed, and mitigation measures put in place, at the planning application stage.</p>
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												<p>Future bus-based based public transport improvements (involving service improvements, but not physical development) could create potentially negative impacts on air quality in the immediate vicinity of the bus route. It would be the responsibility of bus operators to ensure they remain compliant with vehicle emissions regulations relevant to public transport motorised vehicle use.</p> <p>Projects to improve public transport infrastructure that necessitate physical development - the breadth and detail of an individual project's direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p> <p>Projects to improve the reach and/or frequency of bus service provision (not requiring physical development) - the service providers will have the responsibility to assess environmental impacts of their proposals as appropriate.</p>
<p>FINAL SDF (OCT. 2022) THEME: ACTIVE TRAVEL Principles PR36-PR40</p>	✓	✓	✗	✗	✗	✓	✓	✗	✗	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p><i>continued on next page</i></p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Active Travel Principles do not change or amend the policies contained in the adopted Plan. Indeed, the Principles support and further develop a number of Plan policies, particularly Policy CDP11 – Sustainable Transport, which has been subject to full SEA assessment.</p>

										<p>The SDF Principles potential indirect interactions with the environment: The Theme: Active Travel Principles support for active travel improvements may, through their influence on the design of future projects, generate interactions with the biodiversity/ flora/ fauna, population and human health, air and climatic factors topic areas.</p> <p>The range and detail of an individual project’s direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Active Travel Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas: For example: <ul style="list-style-type: none"> • For health, there could be potentially positive effects generated by increased walking and cycling levels. • For air and climatic factors, there could be potentially positive impacts through reduced private car usage. • Regards the Avenues North project (Principle PR38), active travel improvement proposals could introduce additional greening and planting as part of the project’s design/delivery, and this could create potentially positive effects for biodiversity/ flora/fauna. <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
FINAL SDF (OCT. 2022) THEME: GREEN NETWORK Principles PR41-PR48	✓	✓	✓	✓	✓	✓	✓	✓	✓	The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas. <i>continued on next page</i>	The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas. The Theme: Green Network Principles do not change or amend the policies contained in the adopted Plan Indeed, the Principles support and further develop a number of Plan policies, particularly Policy CDP6 – Green Belt and Green Network and Policy CDP7 – Natural Environment.

										<p>The SDF Principles potential indirect interactions with the environment: The Theme: Green Network Principles support for the protection and enhancement of the north’s Green Network – comprised of open spaces, green corridors, blue-green links and habitats – and Green Belt may, through their influence on the design of future projects, create interactions across all of the environmental topic areas.</p> <p>The range and detail of an individual project’s direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>The SDF Principles potential indirect impacts on the environment: In respect of future proposals informed by the Theme: Green Network Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas: For example: <ul style="list-style-type: none"> • Biodiversity, flora and fauna – projects to enhance existing open spaces and habitats, provide new/improved multi-functional public open spaces, strengthen and/or create new green corridors, and improve green-blue-grey infrastructure: such projects could generate potentially positive effects for the biodiversity/flora/fauna topic area. • Population – the provision of improved, accessible open spaces could attract more people to live in the north, which would benefit individual/household wellbeing and community vitality. • Health – improved access to multi-functional public open spaces could improve individual exercise levels and overall quality of life. • Soil – projects to protect/enhance habitat areas and the Green Belt, strengthen green corridors and green-blue-links: such projects could help to remediate contaminated/degraded land. • Water – Water quality could benefit from projects that seek to enhance open spaces, green corridors and blue-green links such as the River Kelvin. There could be flood management benefits arising

											<p>from the delivery of improved/new multi-functional open spaces.</p> <ul style="list-style-type: none"> • Air – Air quality could benefit from the positive effects of projects that improve the vitality of plant/ woodland areas and habitat areas. • Climatic factors – Projects to improve the green network could generate potentially positive impacts by acting as climate change mitigation measures e.g. through of carbon capture and sequestration by plant species. • Landscape – projects to enhance natural areas, human-made spaces and the Green Belt: such projects could generate potentially positive impacts for landscape areas and corridors. <p>The breadth and detail of an individual project’s direct impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>
<p>FINAL SDF (OCT. 2022) THEME: GLASGOW CANAL Principles PR49-PR54</p>	✓	✓	✗	✓	✗	✓	✓	✓	✓	<p>The SDF Principles, as guidance statements, will not directly interact with the environmental topic areas.</p> <p>The SDF Principles potential indirect interactions with the environment: The Theme: Glasgow Canal Principles support for the improvement of the canal corridor as a leisure asset may, through their influence on the design of future projects, create interactions with the population and human health topic area. Principle PR50 supports Scottish Canals’ efforts to safeguard and improve the canal environment; Principle PR51 supports canalside developments where</p>	<p>The SDF Principles, as guidance statements, will not directly impact upon the environmental topic areas.</p> <p>The Theme: Glasgow Canal Principles do not change or amend the policies contained in the adopted Plan. Indeed, the Principles support and further develop a number of Plan policies, particularly Policy CDP6 – Green Belt and Green Network and Policy CDP7 – Natural Environment, which have been subject to full SEA assessment.</p> <p><i>continued on next page</i></p>

										<p>proposals are sympathetic to the canal environment – these Principles may, through their influence on the design of future projects, create interactions with the biodiversity/ flora/ fauna, climatic factors, material assets, cultural heritage and landscape topic areas.</p> <p>Principle PR53’s support for the delivery of the Smart Canal Project may, through future proposals, generate interactions with the water topic area.</p> <p>Principle PR49’s support for the improvement of active travel connectivity along the canal corridor may, through future proposals, create interactions with the population and health and climatic factors topic areas.</p> <p>The range and detail of an individual project’s direct interactions with the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.</p>	<p>The SDF Principles potential indirect impacts on the environment:</p> <p>In respect of future proposals informed by the Theme: Glasgow Canal Principles:</p> <ul style="list-style-type: none"> ➤ Future projects could create potentially positive effects across a number of topic areas: For example: <ul style="list-style-type: none"> • Biodiversity, flora and fauna – Projects supporting the safeguarding and improvement of the canal environment could create potentially positive impacts for plant and wildlife species; and sympathetically design canalside developments could help to protect existing environments. • Landscape – Projects to enhance the canal environment and sympathetic development proposals could help to enhance the canal corridor’s landscape qualities. • Population and human health – Projects facilitating greater use of the canal and canalside areas for sports and leisure activities could help to increase individual exercise levels; the creation of more attractive canal corridor environments could improve individual wellbeing and community vitality. • Water – Projects supporting the protection of the environment could generate potentially positive effects for water quality; delivery of the Smart Canal Project could be positive by assisting in the management of surface water run-off from major new developments.

STEP 4 – STATEMENT OF THE FINDINGS OF THE SCREENING

Summary of interactions with the environment and statement of the findings of the Screening:

(Including an outline of the likely significance of any interactions, positive or negative, and explanation of conclusion of the screening exercise.)

The finalised draft North Glasgow SDF's Spatial Design Strategy section (final SDF, pages 26-60) sets out general principles - guidance statements - to inform the design of future proposals as appropriate. The Spatial Design Strategy Principles have been assessed for their potential environmental interactions and impacts at Step 3 of this screening report.

The findings of the Step 3 assessment can be summarised as follows:

The SDF guidance document

- The SDF Principles, as guidance statements, will not directly interact with or impact upon the environmental topic areas.
- The SDF principles, and the contents of the document more generally, are unlikely to generate significant environmental effects: as a result, the SDF does not require further SEA assessment.

Future Proposals

- The SDF Principles may, through their influence on the design of future proposals, indirectly create interactions and impacts across several of the environmental topic areas.
- The breadth and detail of an individual project's direct interactions and impacts upon the environment can be assessed when a detailed proposal emerges at the planning stage, as appropriate.

When completed send to: SEA.gateway@scotland.gsi.gov.uk or to the SEA Gateway, Scottish Government, Area 2H (South), Victoria Quay, Edinburgh, EH6 6QQ.

