



Your Ref:  
Our Ref: GCC

Date 3<sup>rd</sup> June 2019

SEA Gateway  
Victoria Quay  
Edinburgh  
EH6 6QQ

Dear Sir / Madam

### Screening determination for Glasgow's new transport plan (Local Transport Strategy)

This statement sets out the Council's determination under Section 8(1) of the Environmental Assessment (Scotland) Act 2005 on whether or not a Strategic Environmental Assessment (SEA) is required for the Council's new transport plan (updated Local Transport Strategy).

#### SEA Screening process

The Screening process involved consulting the following Consultation Authorities on whether the city-wide transport plan is likely to have significant environmental effects:

- Historic Environment Scotland
- Scottish Environment Protection Agency (SEPA)
- Scottish Natural Heritage

In addition to consulting the above bodies, the Council has also taken into account the criteria set out in Schedule 2 of the Act in determining whether or not the new transport strategy is likely to have significant environmental effects.

The Council wrote to the Consultation Authorities on 16<sup>th</sup> March 2020, and received replies on 14<sup>th</sup> April 2020. It should be noted there has been disruption to normal process and timescales due to COVID19 lockdown from end March through to June at the time of writing. The responses are shown below.

Consultation Authority	Comments	Likelihood of Significant Environmental Effects
SEPA	In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act 2005 we have considered your screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment. Having reviewed the Screening Report, we consider that in respect of our main areas of interest (air, water, soil, human health, material assets (of which we have a specific interest in waste) and climatic factors) the plan is likely to have significant environmental effects. Based on the information available to date we consider that significant effects are most likely	The plan is likely to have significant environmental effects

	<p>with respect to air, human health, climatic factors, material assets and water. Specific projects may also have an effect on soils depending on their placement. We note the reference to integrated green infrastructure and placemaking and suggest that blue infrastructure should be taken into account in these components of the policy.</p> <p>Although we are of the view that significant environmental effects are likely, it is for the Responsible Authority to make a formal determination taking into account the consultation responses received. If it is formally determined that SEA is required, you will be aware that the next stage requires the Responsible Authority to consult the Consultation Authorities on the proposed scope and level of detail to be included within the Environmental Report. This can be undertaken through preparation of a concise Scoping Report; further information on which can be found in the <a href="#">Scottish Government SEA Guidance</a> (sections 3.4. to 3.8 in particular).</p> <p>We would encourage you to use the scoping process to focus the assessment on those SEA issues upon which there are likely to be significant environmental effects, to outline the baseline information you consider as most relevant and explain your proposed method of assessment. To assist with this process we have produced <a href="#">SEA topic guidance</a> on those issues which fall within our remit.</p>	
Historic Environment Scotland	<p>In light of the information and reasoning set out within the screening report, we are content to agree with your view that there are unlikely to be significant environmental effects for the historic environment.</p> <p>We note that you consider that significant effects on cultural heritage are unlikely as the Local Transport Strategy (LTS) and sub-strategies are likely to focus on road space reallocation in existing transport infrastructure. However, you indicate that there is also the possibility that the LTS will set a framework for new infrastructure projects. (e.g. Metro, park and ride etc). Dependent on location, such developments carry greater likelihood of significant effects for the historic environment. We therefore recommend that, if you determine that assessment is required, your scoping should take this into account. We will be happy to provide more advice on the scope of assessment when appropriate.</p>	<p>Unlikely to be significant environmental effects for the historic environment.</p> <p>Impacts on cultural heritage should be explored in Scoping Report.</p>
Scottish Natural Heritage	<p>We note that the Screening report proposes to screen Glasgow City Council's Local Transport Strategy in to needing an SEA. We are happy with that conclusion.</p> <p>We encourage you to use the SEA process as a way of making the most of the opportunities for the delivery of positive environmental outcomes, as well as considering what the adverse impacts might be – and how to avoid or mitigate these. We welcome the positive messages in the document, such as the proposals for integrated green infrastructure, enhanced public spaces and improvements for active travel. There will be opportunities to deliver further benefits across the environmental topic areas. We</p>	<p>Agree with the LTS being subject to SEA.</p>

	would highlight, in particular, the opportunity to enhance the biodiversity of Glasgow by making sure that any green infrastructure put in place is created in a way that makes it as nature-rich as possible.	
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It is therefore the Council's view that whilst the impacts of the new transport plan (updated LTS / Connectivity Plan) will be predominantly positive in relation the criteria covered under the SEA process, the new transport plan will be subject to the SEA process to ensure these impacts are explored appropriately.

Yours sincerely

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