



East Dunbartonshire Council

www.eastdunbarton.gov.uk

Date: 3rd April 2014

SEA Gateway
Scottish Government
Area 2 H (South)
Victoria Quay
Edinburgh
EH6 6QQ

**DEVELOPMENT AND INFRASTRUCTURE
Development & Regeneration**

Broomhill Industrial Estate
Kilsyth Road
Kirkintilloch
G66 1TF

Telephone 0141 578 8600

Fax No: 0141 578 8575

Dear Sirs,

**SEA Screening Determination
Multi-Modal Transport Appraisal
(Kirkintilloch – Bishopbriggs – Glasgow Corridor)**

I refer to your letter dated 4th March 2014 outlining the responses from the Consultation Authorities to the Screening Report that was submitted on 5th February 2014 in relation to the proposed Multi-Modal Transport Appraisal (Kirkintilloch – Bishopbriggs – Glasgow Corridor).

The Consultation Authorities are in agreement with the Council that the Transport Appraisal is likely to have significant environmental effects. On 31st March 2014 East Dunbartonshire Council made a determination under Section 8(1) of the Environmental Assessment (Scotland) Act 2005 that the Multi-Modal Transport Appraisal is likely to have significant environmental effects. Therefore, the Appraisal will be subject to a Strategic Environmental Assessment and an Environmental Report will be prepared alongside the document.

A copy of the screening determination will be available for inspection during normal office hours at Broomhill Depot, Kilsyth Road, Kirkintilloch, G66 1TF and on the Council website at www.eastdunbarton.gov.uk. An advert will also be placed in the Kirkintilloch Herald to publicise the screening determination.

In accordance with Section 10(1) of the Act, a copy of the screening determination is enclosed and I would be obliged if you could forward this onto the Consultation Authorities.

If you have any further queries, please don't hesitate to contact Neil Samson (SEA Officer) on 0141 578 8615.

Yours faithfully,

**Heather Holland
Land Planning and Development Manager**

STRATEGIC ENVIRONMENTAL ASSESSMENT: **SCREENING REPORT**

Multi-Modal Transport Appraisal

(Kirkintilloch – Bishopbriggs – Glasgow Corridor)



sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk

SEA Screening Report: PART 1

To: SEA.gateway@scotland.gsi.gov.uk

Or

SEA Gateway
Scottish Government
Area 2-J (South)
Victoria Quay
Edinburgh
EH6 6QQ

SEA Screening Report: PART 2

An SEA Screening Report is attached for:

Multi-Modal Transport Appraisal
(Kirkintilloch - Bishopbriggs - Glasgow Corridor)

The Responsible Authority is:

East Dunbartonshire Council

Complete PART 3 or 4 where appropriate

SEA Screening Report: PART 3

Screening is required because the PPS falls under Section 5(3)(c) or Section 8(1) of the Environmental Assessment (Scotland) Act 2005. Our view is that: -

(Tick (✓) the appropriate section)

An SEA is required because the PPS is likely to have significant environmental effects



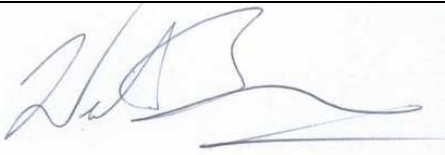
An SEA is not required because the PPS is unlikely to have any significant environmental effects

SEA Screening Report: PART 4

The PPS does not require an SEA under the Act. However, we wish to carry out an SEA on a voluntary basis. We accept that, because this SEA is voluntary, the statutory 28 day timescale for views from the Consultation Authorities cannot be guaranteed.

SEA Screening Report: PART 5

Contact Details

Contact Name	Richard Hernan
Job Title	Transport Policy Officer
Contact Address	Development and Regeneration, East Dunbartonshire Council, Broomhill Industrial Estate, Kilsyth Road, Kirkintilloch, G66 1TF
Contact Telephone Number	0141 578 8638
Contact Email	Richard.Hernan@eastdunbartonshire.gov.uk
Signature (electronic signature is acceptable)	 p.p. Neil Samson
Date	5 th February 2014

SEA Screening Report: PART 6

Screening Report – Key Facts

Responsible Authority	East Dunbartonshire Council
Title of PPS	Multi-Modal Transport Appraisal (Kirkintilloch - Bishopbriggs - Glasgow Corridor)
Purpose of PPS	<p>To evaluate the transport situation within the Kirkintilloch – Bishopbriggs – Glasgow with the ultimate aim of providing recommended options for improvement. The study will include;</p> <ul style="list-style-type: none">- An evaluation of the existing situation in the study area, including factors such as, transport, economic, demographics and development;- An evaluation of the problems associated with transport within the study area;- Identifying transport planning objectives; and- An optioneering and sifting process to determine appropriate interventions, which are assessed against Scottish Transport Appraisal Guidance factors, which includes environment, safety and integration. <p>This study may lead to infrastructure alteration and development.</p>
What prompted the PPS (e.g. legislative, regulatory or administrative provision)	Development Planning requirement – Local Plan 2 required that merits, costs and feasibility of proposed provision of rail halts at Woodilee (Kirkintilloch) and Westerhill (Bishopbriggs) be assessed.
Subject (e.g. transport)	Transport
Period covered by PPS	2014-2024
Frequency of updates	N/A - One-off Appraisal
Area covered by PPS (e.g. geographical area – it is good practice to attach a map)	An area plan has been attached to this email. The area bounded in the solid red line is the core study area. The relationship between the core study area and the outlying villages (bounded in a broken red line) will also be taken cognisance of.
	The proposed content of the Multi-Modal Transport Appraisal and

Summary of nature/ Content of the PPS	proposed Transport Planning Objectives are detailed in Part 8 of the Report.			
Are there any proposed PPS objectives?	Yes	✓	No	
Copy of objectives attached	Yes	✓	No	
Date	5 th February 2014			

SEA Screening Report: PART 7

Considering the Likely Significance of Effects on the Environment

Title of PPS	Multi-Modal Transport Appraisal (Kirkintilloch - Bishopbriggs - Glasgow Corridor)
Responsible Authority	East Dunbartonshire Council

Our determination regarding the likely significance of effects on the environment through the implementation of the Multi-Modal Transport Appraisal is set out in the table below.

Criteria for determining the likely significance of effects on the environment (paragraph numbers refer to Schedule 2 of the Act)	Likely to have significant environmental effects? (Yes / No)	Summary of significant environmental effects (negative and positive)
1(a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	Yes	The study will set out a range of recommended options for addressing the transport issues within the study area. This document will be the evidence base to support infrastructure development and alteration.

1(b) the degree to which the PPS influences other PPS including those in a hierarchy.	Yes	<p>The study cross references a number of other strategic actions including the EDC Local Plan 2, EDC Local Transport Strategy. It also references national and regional planning and transport policies, such as the National Planning Framework and Regional Transport Strategy.</p> <p>This study will form the evidence base for land retention within the Proposed EDC Local Development Plan</p>
1(c) the relevance of the PPS for the integration of environmental considerations in particular with a view to promoting sustainable development.	Yes	The study will link with and promote the economic, social and environmental strands of the sustainable development agenda so it will be of high relevance.
1(d) environmental problems relevant to the PPS	Yes	The environmental problems that arise as a result of this study will be directly linked with proposed infrastructure development, including development and improvement alternatives which could potentially impact significantly on the environment, in both a positive and negative manner.
1(e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)	No	The plan is unlikely to have a significant effect on the implementation of Community legislation.
2 (a) the probability, duration, frequency and reversibility of the effects	Yes	The study will be concerned with the transport improvements within the study area. Recommended improvement options will be taken forward over a period which will be determined by factors such as funding, cost, resourcing, land ownership and further study.
2 (b) the cumulative nature of the effects	Yes	The study will primarily set out a framework for improving transport options within the study area and could potentially impact significantly on the environment which will result in both positive and negative cumulative

		<p>effects.</p> <p>A close fit with other strategic actions will avoid duplication, raise awareness of potential improvements and identify key stakeholders.</p>
2 (c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)	Yes	<p>The study may have transboundary effects on other Local Authorities, particularly Glasgow City Council. One of the key transport planning objectives of this study will be proposed to encourage more commuting to Glasgow from East Dunbartonshire via sustainable modes of transport. As a result, infrastructure changes may be required out with the East Dunbartonshire Council boundary.</p>
2 (d) the risks to human health or the environment (for example, due to accidents)	Yes	<p>The option derived from this study will result in positive effects on the population of East Dunbartonshire. The potential for accidents as a result of developments or improvements will be minimised through Risk Assessment and Appropriate Assessments.</p>
2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	Yes	<p>The changes as a result of the study will be beneficial for local residents though the impact of the improvements may vary depending on the scope and range of transport interventions derived.</p>
2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	Yes	<p>Implementation of the proposed Appraisal and Interventions could have a significant effect either positive or negative on the valuable and vulnerable assets existing within the transport study area including:</p> <ul style="list-style-type: none"> - one Air Quality Management Area within Bishopbriggs - Antonine Wall (Frontiers of the Roman Empire) World Heritage Site - Central Kirkintilloch Conservation Area - Locally designated Special
2 (g) the effects on areas or landscapes which have a recognised national, Community or international protection status	Yes	

		landscape Areas - Forth and Clyde Canal (Scheduled Ancient Monument) - A number of Listed Buildings and Archaeological Sites throughout the study area.
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SEA Screening Report: PART 8

Summary of the Transport Appraisal & Proposed Transport Planning Objectives

The proposed Transport Planning Objectives (TPOs) (below) have been generated from the LTS strategic objectives and the problems identified through the interrogation of the LTS consultation data, local socio-economic data and local transport data and trends.

- To achieve the strategic aims of the suite of local policy objectives relating to transport in the study area;
- To achieve a modal shift from car based journeys within the study area and to-from key trip generators / attractors, including Glasgow and Edinburgh and the study area between 2014 and 2024.
- Increase access to existing sustainable transport modes of transport in the corridor.
- Improve through corridor journey times between 2014 and 2024; and
- To increase / improve accessibility within the study and to key economic centres, such as the City of Glasgow, Edinburgh and Stirling by all sustainable modes of transport.

The study will consider all transport modes and recommend a preferred option relative to the transport problems in each area. The merits, costs and feasibility of each proposed intervention will be considered as part of the appraisal. Due to the technical nature of the study and the need to work with transport partners, discussions will take place in order to develop the appropriate methodology. As Local Plan 2 outlines that the merits costs and feasibility should be considered when appraising the railway facilities proposals, the study methodology will be tailored towards meeting this criterion. All transport interventions that are generated and developed through the appraisal process will be assessed against the criteria detailed in STAG, local, regional and national policies and strategies.

It is essential that East Dunbartonshire Council undertakes the appropriate level of technical analysis to demonstrate that the preferred solution/s addresses the transport issues and meets the travel needs of the local community. The study should also meet the expectations of Transport Scotland in relation to the Local Development Plan process and sufficient evidence and technical analysis should be provided. .

The study will:

- Research and identify the problems and constraints for transport and travel in identified geographical areas;
- Set objectives for transport and travel relating to the study, Local Transport Strategy and

- geographical areas identified; and
- Generate, sift and develop transport intervention options.

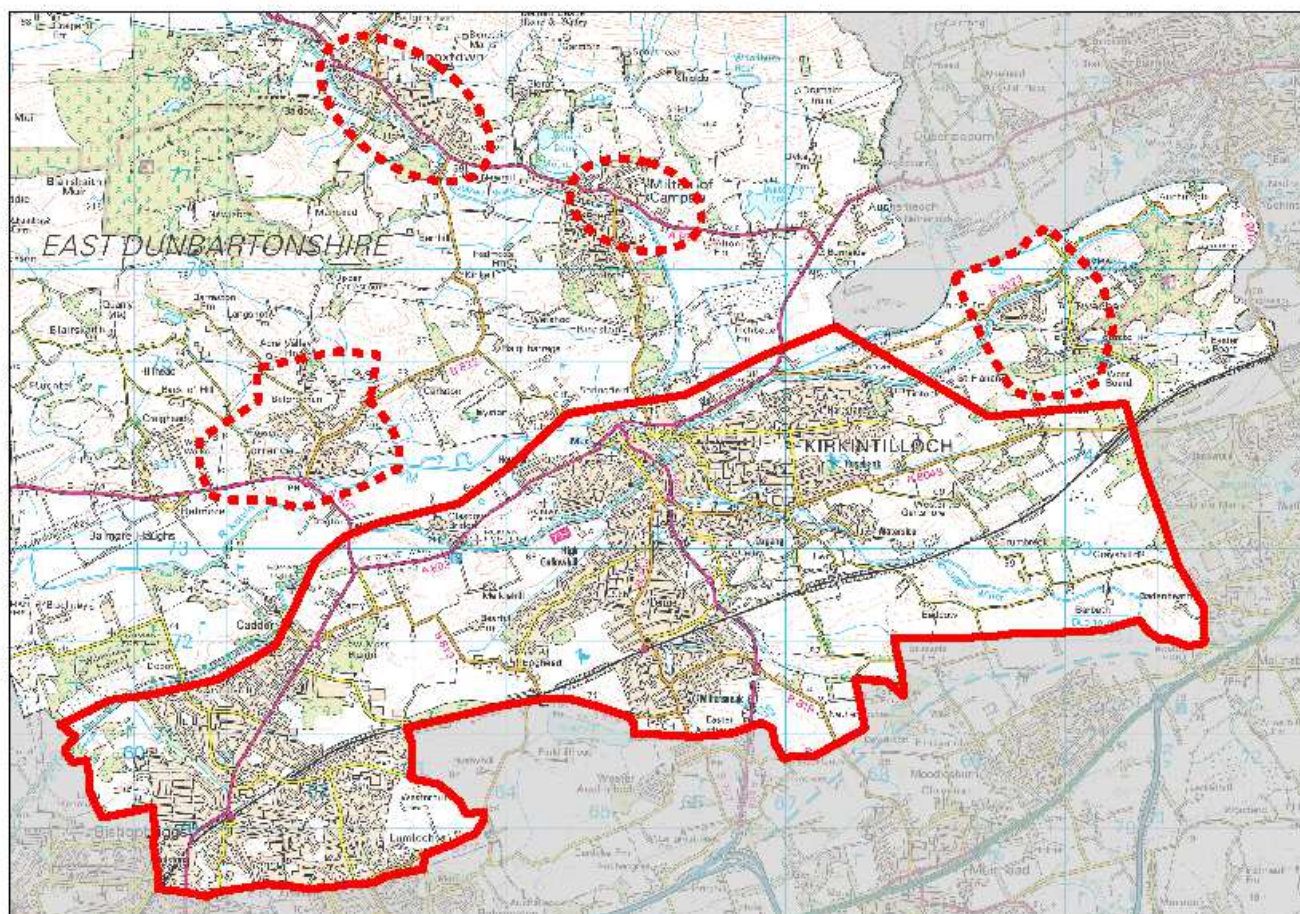
Each option will be subject to an appraisal based on the positive and negative impacts in relation to the following areas:

- Transport Planning Objectives;
- Pre-defined criteria (Environment, Safety, Economy, Integration and Accessibility and Social Inclusion);
- Established Policy Directives; and
- Feasibility, Affordability (Costs), Merits and Public Acceptability.

A rationale for selecting or rejecting the intervention option will also be provided. It is intended that the technical content will be illustrated in both report and tabular format.

Considerable research and consultation was undertaken in the development of the Council's Local Transport Strategy (LTS). It is proposed that the work undertaken to develop the LTS is used to inform the initial stages of the study. The majority of the transport issues, objectives and interventions established through the LTS that relate to the study will be relevant. However, to ensure that the study reflects the current transport issues in the study area, checking and verification will be required through technical workshops and professional judgement from the East Dunbartonshire Council and partners.

A transport consultancy will be employed to assist the East Dunbartonshire Council in the development of the study. East Dunbartonshire Council will be responsible for developing the majority of technical analysis in-line with their expertise and available resources, however, a transport planning consultancy will provide additional resources that will be specifically utilised to deliver technical support. Due to the political and public interest in the development of the proposed Appraisal, it is proposed that the appointed transport planning consultancy provides a review of the study content and undertakes the necessary quality checks.



Directorate for Local Government and Communities
SEA Gateway, 2-J (South),
Victoria Quay, Edinburgh,
EH6 6QQ

T: 0131-244 7650
E: Johnathan.whittlestone@scotland.gsi.gov.uk
D: 4 March 2014



Neil Samson
Strategic Environmental Assessment Officer
Development & Regeneration
East Dunbartonshire Council
Broomhill Industrial Estate
Kilsyth Road
Kirkintilloch
G66 1TF



**00912 Screening - East Dunbartonshire Council - Multi-Modal Transport
Appraisal (Kirkintilloch - Bishopbriggs - Glasgow Corridor)**

Dear Neil,

With reference to the Screening document you submitted on 5 February 2014.
The Consultation Authorities have now considered your screening request as per **Section 9(3) of the Environmental Assessment (Scotland) Act 2005**. For convenience I have set out, in the table below, their individual views on whether there is a likelihood of significant environmental effects.

Please note, these are the views and opinions of the Consultation Authorities on the likelihood of significant environmental effects arising from the plan or programme and not a judgement on whether an SEA is required. It is therefore for the Responsible Authority to determine whether an SEA is required in the circumstances. I have attached the individual letters from the Consultation Authorities, outlining their views and opinions. Where possible the Consultation Authorities may have offered supplementary information and/or advice for you to consider, which you should find helpful.

CONSULTATION AUTHORITY	LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS
Historic Scotland	Yes
Scottish Environment Protection Agency	Yes
Scottish Natural Heritage	Yes
OVERALL VIEW ON LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS	Yes

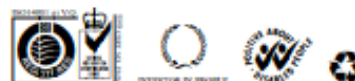
As the Consultation Authorities have now notified you of their views, you should now refer to the 2005 Act to consider your next step. You should of course take into account the advice offered by the Consultation Authorities.

You should note, as per Section 10 of the 2005 Act, within 28 days of your determination about whether an SEA is required or not, a copy of the determination and any related statement of reasons must be passed to the Consultation Authorities. This may be done via the SEA Gateway.
If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Victoria Quay, Edinburgh EH6 6QQ
www.scotland.gov.uk





HISTORIC SCOTLAND
ALBA AOSMHOR

Mr Richard Hernan
Transport Policy Officer
Development and Regeneration
East Dunbartonshire Council
Broomhill Industrial Estate
Kilsyth Road
KIRKINTILLOCH
G66 1TF

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: 0131 668 8575
Switchboard: 0131 668 8600
Rosalind.Campbell@scotland.gsi.gov.uk

Our ref: AMN/23/644
Our Case ID: 201306682
Your ref: 00912 SCREENING

03 March 2014

Dear Mr Hernan

**Environmental Assessment (Scotland) Act 2005
East Dunbartonshire Council
Multi Modal Transport Appraisal (Kirkintilloch, Bishopbriggs, Glasgow Corridor)
Screening Report**

Thank you for consulting Historic Scotland on the screening report for the above Transport Appraisal received by the Scottish Government's SEA Gateway on 5 February 2014. I have reviewed the screening report on behalf of Historic Scotland in its role as a Consultation Authority in accordance with Section 9(3) of the above Act. In doing so, I have used the criteria set out in schedule 2 for determining the likely significance of effects on the environment. Please note that our view is based on our main area of interest for the historic environment.

I note that the Appraisal was prompted as part of commitments set out in the Council's Local Plan 2 and Local Transport Strategy to explore and recommend options for addressing the transport issues within the study area. I note that it is East Dunbartonshire Council's view that overall the Appraisal is likely to have significant environmental effects on the historic environment (section 2 (f)).

From the information contained within the screening report it is not clear to what extent the range of Appraisal recommended options for addressing the transport issues within the study area will be new or different from those already subject to assessment under the Local Plan 2 and the Local Transport Strategy. If the Appraisal findings recommends new options and sets out a framework for improving transport options from those already contained within these Plans and Strategies, then these could have the potential to have significant environmental effects.

In light of this and other information contained within the screening report I agree that the Appraisal is likely to have significant effects on the historic environment. However, as you will be aware, it is the responsibility of East Dunbartonshire Council as the Responsible Authority to determine whether the Appraisal requires an environmental assessment and to inform the Consultation Authorities accordingly.



INVERCLYDE COUNCIL



LEGACY 2014
XX COUNTRIES XXV GAMES
GLASGOW 2014

www.historic-scotland.gov.uk

Please contact me on 0131 668 8575 should you wish to discuss this response.

Yours sincerely



Rosalind Campbell
Senior Strategic Heritage Management Officer (SEA)

Our ref: PCS 131545
SG ref: 00912

If telephoning ask for:
Lorna Maclean

28 February 2014

Richard Hernan
Transport Policy Officer
Development and Regeneration
East Dunbartonshire Council
Broomhill Industrial Estate
Kilsyth Road
Kirkintilloch
G66 1TF

By email only to: sea.gateway@scotland.qsi.gov.uk

Dear Mr Hernan

Environmental Assessment (Scotland) Act 2005
East Dunbartonshire Council - Multi-Modal Transport Appraisal (Kirkintilloch - Bishopbriggs
- Glasgow Corridor) - Screening Report

Thank you for your Screening Report consultation which SEPA received via the Scottish Government SEA Gateway on 5 February 2014.

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. It is unclear if the Transport Appraisal is a study which will provide the evidence base for future plans, projects or strategies (PPS) or if the appraisal itself will put forward objectives and transport options. If the appraisal itself is to put forward options which are different from those already assessed under the Local Plan and Local Transport Strategy the plan will have the potential to have significant environmental effects.

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 with respect to air, climatic factors and human health.

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.

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 methodology of assessment.



Chairman
David Sigsworth

Chief Executive
James Curran

Angus Smith Building
6 Parklands Avenue, Eurocentral,
Holytown, North Lanarkshire ML1 4WQ
tel 01698 839000 fax 01698 738155
www.sepa.org.uk

We are committed to providing early and focused advice and supporting continuous engagement and would therefore welcome the opportunity to meet with you and discuss these issues prior to the formal consultation. Further information can be found in the Scottish Government SEA Guidance available at: www.scotland.gov.uk/Publications/2013/08/3355.

Should you wish to discuss this screening consultation, please do not hesitate to contact me on 01698 839000 or via our SEA Gateway at sea.gateway@sepa.org.uk

Yours sincerely

Lorna Maclean
Senior Planning Officer (SEA)

Ecopy: hssea.gateway@scotland.gsi.gov.uk ; sea_gateway@snh.gov.uk



Scottish Natural Heritage
Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Richard Heman
Transport Policy Officer
Development & Regeneration
East Dunbartonshire Council
Broomhill Industrial Estate
Kilsyth Road
Kirkintillich
G66 1TF

25 February 2014
Our ref: CEA128997
Your ref:

Dear Richard

Environmental Assessment (Scotland) Act 2005:
Multi-Modal Transport Appraisal (Kirkintilloch - Bishopbriggs - Glasgow Corridor)
Screening Determination

I refer to your screening consultation submitted on 5 February 2014 via the Scottish Government SEA Gateway in respect of the above plan.

In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act 2005, SNH has considered your screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment.

If the appraisal is going to result in proposals or activities that have not already been assessed as part of the Local Plan or Local Transport Strategy we agree that these could give rise to likely significant environmental effects. We would welcome the opportunity to discuss with East Dunbartonshire Council the scoping of the SEA once further details of the Appraisal have been determined.

Annex 1 provides a list of the information that should be in a scoping report and a link to the Scottish Government's SEA Guidance (2013).

Please note that this consultation response provides a view solely on the potential for the plan or programme to have significant environmental effects. We cannot comment on whether or not the plan or programme meets other criteria determining the need for SEA as set out in the Act.

Scottish Natural Heritage, The Beta Centre, Innovation Park, University of Stirling, Stirling. FK9 4NF
Tel: 01786 450362 Fax: 01786 451974
www.snh.gov.uk

Dualchas Nàdair na h-Alba, Aonad Beta, Pàirce Innovation, Oilthigh Sruighlea, Sruighlea, FK9 4NF
Fòn: 01786 450362 Facs: 01786 451974 www.snh.gov.uk/gaelic

Should you wish to discuss this screening determination, please do not hesitate to contact Isla Campbell on 01786 435 374 or email isla.campbell@snh.gov.uk or via SNH's SEA Gateway at sea.gateway@snh.gov.uk

Yours sincerely,

KERRY WALLACE (via email)
Operations Manager
Strathclyde & Ayrshire

cc. sea.gateway@scotland.gsi.gov.uk
sea_gateway@snh.gov.uk
sea.gateway@sepa.org.uk
HSSEA.gateway@scotland.gsi.gov.uk

Annex one

If you are uncertain about what a scoping report should contain, it would be helpful if you could provide the information recommended in section 3 of the Scottish Government's SEA Guidance (2013) <http://www.scotland.gov.uk/Publications/2013/08/3355>

- A brief outline of the main objectives and contents of the plan.
- A short summary of other relevant plans, programmes or strategies that can influence the plan being subjected to assessment.
- A summary of the environmental characteristics of the area covered by the plan.
- A statement about whether any environmental topics are being scoped out of the assessment and the reasons why.
- A brief description, if available, of the type and range of reasonable alternatives that is or could be considered.
- A summary of the intended approach to the assessment and its level of detail.
- The proposed period of consultation on the Environmental Report.