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Strategic Environmental Assessment Scoping Report

East Airdrie Link Road Scheme
North Lanarkshire Council

13 September 2022

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Quality information

Prepared by	Checked by	Verified by	Approved by
Katie Britton Senior Planner	Nick Chisholm-Batten Associate Director	Zoe McClelland Associate Director	Zoe McClelland Associate Director

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Prepared for:
North Lanarkshire Council

Prepared by:

AECOM Infrastructure & Environment UK Limited
1 Tanfield
Edinburgh EH3 5DA
United Kingdom

aecom.com

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1. Introduction

1.1. Background

1.1.1. The East Airdrie Link Road scheme is a significant sub-project of the Pan-Lanarkshire Orbital Transport Corridor Project.

1.1.2. The Pan-Lanarkshire Orbital Transport Corridor Project seeks to deliver the transport infrastructure needed to improve connectivity between centres of population and employment sites in North Lanarkshire, unlocking the economic development potential of the former steelworks site of Ravenscraig, now a strategic economic investment location with national development status[1].

1.1.3. The Pan-Lanarkshire Orbital Transport Corridor Project will provide:

- New and upgraded road infrastructure on an orbital route from the M74 at Motherwell, through the strategic economic investment site of Ravenscraig to the M8 at Eurocentral/Newhouse Industrial Estate/Chapelhall and onward past Airdrie via a new link road, to connect with the A73 to the south of Cumbernauld.
- An improved public transport interchange at Motherwell train station, incorporating access improvements, enhanced public realm, park and ride expansion and active travel links.
- The spine of North Lanarkshire's Active Travel Network (north/south).

1.1.4. Together with South Lanarkshire's planned City Deal investment to upgrade Stewartfield Way and Greenhills Road/A736, and SPT's Bus Investment Programme to improve sustainable transport options and orbital connections, the Pan-Lanarkshire Orbital Transport Corridor Project will play a key role in providing the links needed to unlock commercial and housing development across the Local Authority area.

1.1.5. Together it is expected that these projects will enhance the economic growth potential of North Lanarkshire and the larger Glasgow City Region.

1.1.6. AECOM has been commissioned to undertake a Strategic Environmental Assessment (SEA) of North Lanarkshire Council's emerging East Airdrie Link Road scheme.

1.2. Scheme Objectives

1.2.1. A Project Inception Workshop for the Proposed Scheme was held on 25 October 2019. The workshop was attended by North Lanarkshire Council and the AECOM Design Team. At this workshop the following Project Objectives were established:

'To provide enhanced North/South infrastructure through North Lanarkshire to the north of the M8 by 2026, contributing to a co-ordinated and strategic approach to upgrade transport

[1] See Annex A ('National Developments') of the National Planning Framework (NPF3) (Scottish Government, 2014)

infrastructure and promote economic regeneration through the Pan-Lanarkshire Orbital Transport Corridor project.

- **Traffic** – Improve journey times, reliability and resilience between Cumbernauld and M8.
- **Connectivity** – Facilitate improved connectivity between residential areas and centres of economic activity, improving access to employment, education and training opportunities.
- **Public Transport** – Facilitate improvements to public transport infrastructure and reliability, encouraging modal shift[2].
- **Active Travel** – Provide active travel infrastructure linking to existing networks, encouraging modal shift.
- **Air Quality** – Reduce levels of traffic-related air pollution within the Chapelhall Air Quality Management Area (AQMA).
- **Development** – Support development opportunities for existing businesses and assist in unlocking stalled development sites.'

1.3. Development of Options

1.3.1. Eight strategies underwent a Design Manual for Roads and Bridges (DMRB) Stage 1 ('Preliminary Assessment')[3]. The strategies that were considered at Stage 1 were:

- Strategy 1: On-line enhancements – A73.
- Strategy 2: On-line enhancements – alternative north south routes.
- Strategy 3: Off-line enhancements – new routes west of the A73.
- Strategy 4: Off-line enhancements – new routes east of the A73.
- Strategy 5: New/improved bus provision options.
- Strategy 6: Traffic management options.
- Strategy 7: Active Travel Options on existing A73.
- Strategy 8: New/Improved railway options.

1.3.2. Of these strategies, Strategy 4 was taken forward to Stage 2. Further details can be found in the East Airdrie Link Road DMRB Stage 1 Scheme Assessment Report (Published June 2020).

1.3.3. Following the conclusion of Stage 1, a significant level of design development was undertaken to refine options for new routes primarily to the east of the A73 (although there is an option which seek to utilise land to the west of the A73). The resulting initial options for assessment at DMRB Stage 2 ('Route Option Assessment') were Options A, B, C, D, E, F, B2, B3, B3 Extension and B4.

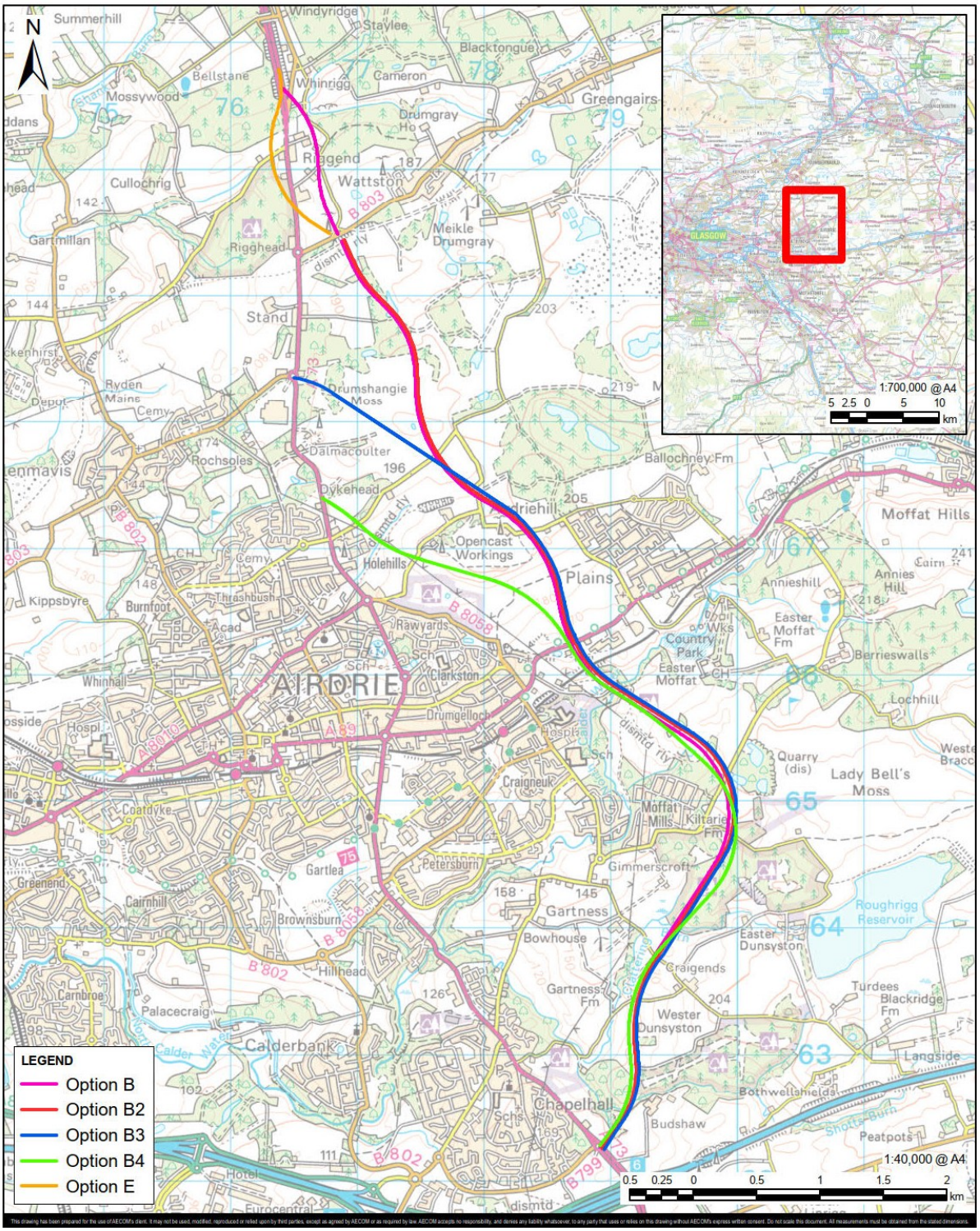
[2] "Modal shift means a switch from a given transport mode to another, as a result of a modified choice" (Pastori et al., 2018)). In this context, modal shift refers to reducing reliance on the private car and travelling by other means.
[3] The DMRB is a suite of documents which contains requirements and advice relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (i.e. Transport Scotland in this case) is highway or road authority. The requirements and advice are derived from research, practical experience of constructing and operating motorway and all-purpose trunk roads, and from delivering compliance to legislative requirements (Highways England, Transport Scotland, Welsh Government, Department for infrastructure 2018).

1.3.4. Over the course of the environmental, engineering, traffic and economic assessments six of the initial Stage 2 Options were discounted and the options assessment stage (Stage 2) continued with five Stage 2 Options. These Stage 2 Options were Options B, E, B2, B3 and B4.

1.4. Description of Options

1.4.1. The five shortlisted options to be assessed as reasonable alternatives through the SEA are shown in Image 1-1 'Scheme Options' below and a brief description of each option is also provided below.

Image 1-1 Scheme Options Location



Option B

1.4.2. Option E is approximately 10.02 km in length. The route commences at the existing Lancaster Avenue/A73 roundabout and terminates north of Riggend where the A73 is a dual carriageway.

1.4.3. The route exits the Lancaster Avenue/ A73 roundabout in a northeast direction and passes over a watercourse (running north-south) to the west of Bud Shaw Farm, and an area of ancient woodland after 150m. The route continues northwards and passes over another watercourse (running east-west) to the west of Bud Shaw Farm, and another area of ancient woodland.

1.4.4. The route continues north and crosses Gartness Road, Craigens Road and Roughrigg Road where a new Roundabout is proposed. The route exits this proposed roundabout, at Roughrigg Road, to the north before travelling in a northwest direction and crossing Stepends Road.

1.4.5. The route continues northwest over farmland and then crosses over North Calder Water. The route then turns northwards and crosses over the Glasgow to Edinburgh via Bathgate railway line.

1.4.6. The route then continues north crossing the A89 (Forrest Street/Airdrie Road) and Ballochney Road. The route then turns northwest and crosses Ballochney Road again, north of Airdriehill Road junction.

1.4.7. The route continues northward crossing a watercourse and Dykehead Road before continuing across Drumshangie Moss. Here, the route continues in a northward direction with a bend to the east to avoid deep areas of peat.

1.4.8. The route then enters a new B803 Roundabout. Old Biggar Road will be realigned to the east and will join directly to the B803 to the east of the new route.

1.4.9. The new route continues to the north and passes between residential properties and passes to the east of Riggend before finishing at the fifth roundabout, the A73/Old Biggar Road Roundabout.

Option E

1.4.10. Option E is approximately 10.41 km in length. The route commences at the existing Lancaster Avenue/A73 roundabout and terminates north of Riggend where the A73 is a dual carriageway.

1.4.11. The route exits the Lancaster Avenue/ A73 roundabout in a northeast direction and passes over a watercourse (running north-south) to the west of Bud Shaw Farm, and an area of ancient woodland after 150m. The route continues northwards and passes over another watercourse (running east-west) to the west of Bud Shaw Farm, and another area of ancient woodland.

1.4.12. The route continues northeast and crosses Gartness Road, Craigens Road and Roughrigg Road where a new Roundabout is proposed. The route exits this proposed roundabout, at Roughrigg Road, to the north before travelling in a northwest direction and crossing Stepends Road.

1.4.13. The route continues northwest over farmland and then crosses over North Calder Water. The route then turns northwards and crosses over the Glasgow to Edinburgh via Bathgate railway line.

1.4.14. The route then continues north crossing the A89 (Forrest Street/Airdrie Road) and Ballochney Road. The route then turns northwest and crosses Ballochney Road again, north of Airdriehill Road junction.

1.4.15. The route continues northward crossing a watercourse and Dykehead Road before continuing across Drumshangie Moss. Here, the route continues in a northward direction with a bend to the east to avoid deep areas of peat.

1.4.16. The route then enters a new B803 Roundabout on the south end and exits to the northwest. The route travels northwest crossing the A73 (Stirling Road) and continues northwards on the westside of the A73.

1.4.17. Here the route crosses over Brackenhirst Road and travels in a northeast direction to join up with the dual carriageway section of the A73.

Option B2

1.4.18. Option B2 is approximately 8.75 km in length. The route commences at the existing Lancaster Avenue/A73 roundabout and terminates at the B803 (Greengairs Road) east of the A73.

1.4.19. The route exits the Lancaster Avenue/A73 roundabout in a northeast direction and passes over a watercourse (running north-south) to the west of Bud Shaw Farm, and an area of ancient woodland after 150m. The route continues northwards and passes over another watercourse (running east-west) to the west of Bud Shaw Farm, and another area of ancient woodland.

1.4.20. The route continues northeast and crosses Gartness Road, Craigens Road and Roughrigg Road where a new Roundabout is proposed. The route exits this proposed roundabout, at Roughrigg Road, to the north before travelling in a northwest direction and crossing Stepends Road.

1.4.21. The route continues northwest over farmland and then crosses over North Calder Water. The route then turns northwards and crosses over the Glasgow to Edinburgh via Bathgate railway line.

1.4.22. The route then continues north crossing the A89 (Forrest Street/Airdrie Road) and Ballochney Road. The route then turns northwest and crosses Ballochney Road again, north of Airdriehill Road junction.

1.4.23. The route continues northward crossing a watercourse and Dykehead Road before continuing across Drumshangie Moss. The route then continues in a northward direction with a bend to the east to avoid deep areas of peat.

1.4.24. The route finishes at a new B803 Roundabout. Old Biggar Road will be realigned to the east and will join directly to the B803 to the east of the new route.

Option B3

1.4.25. Option B3 is approximately 8.02 km in length. The route commences at the existing Lancaster Avenue/A73 roundabout and terminates at the A73/Raebog Road Roundabout.

1.4.26. The route exits the Lancaster Avenue/A73 roundabout in a north east direction and passes over a watercourse (running north-south) to the west of Bud Shaw Farm, and an area of ancient

woodland after 150m. The route continues northwards and passes over another watercourse (running east-west) to the west of Bud Shaw Farm, and another area of ancient woodland.

1.4.27. The route continues north east and crosses Gartness Road, Craigens Road and Roughrigg Road where a new Roundabout is proposed. The route exits this proposed roundabout, at Roughrigg Road, to the north before travelling in a north west direction and crossing Stepends Road.

1.4.28. The route continues north west over farmland and then crosses over North Calder Water. The route then turns northwards and crosses over the Glasgow to Edinburgh via Bathgate railway line.

1.4.29. The route then continues north crossing the A89 (Forrest Street/Airdrie Road) and Ballochney Road. The route then turns northwest and crosses Ballochney Road again, north of Airdriehill Road junction.

1.4.30. The route continues northward crossing a watercourse and Dykehead Road before continuing across Drumshangie Moss. The route then continues in a northwest direction and then finished at the A73/Raebog Road Roundabout.

Option B4

1.4.31. Option B4 is approximately 7.18 km in length. The route commences at the existing Lancaster Avenue/A73 roundabout and terminates at the A73 south of Dalmacoulter Landfill Site.

1.4.32. The route exits the Lancaster Avenue/A73 roundabout in a northeast direction and passes over a watercourse (running north-south) to the west of Bud Shaw Farm, and an area of ancient woodland after 150m. The route continues northwards and passes over another watercourse (running east-west) to the west of Bud Shaw Farm, and another area of ancient woodland.

1.4.33. The route continues northeast and crosses Gartness Road, Craigens Road and Roughrigg Road where a new Roundabout is proposed. The route exits this proposed roundabout, at Roughrigg Road, to the north before travelling in a north west direction and crossing Stepends Road.

1.4.34. The route continues northwest over farmland and then crosses over North Calder Water. The route then turns northwards and crosses over the Glasgow to Edinburgh via Bathgate railway line.

1.4.35. The route continues north crossing the A89 (Forrest Street/Airdrie Road) and then heads northwest towards Airdriehill Road. The route then continues northwest crossing a watercourse and Dykehead Road. The route finishes at the A73 between the Dykehead Junction and Dalmacoulter Landfill Site.

2. Background to the SEA and SEA Scoping

2.1. Strategic Environmental Assessment (SEA)

2.1.1. Strategic Environmental Assessment (SEA) is a mechanism for considering and communicating the potential impacts of emerging plans and programmes, and potential alternatives in terms of key environmental (and more broadly, 'sustainability' issues).

2.1.2. The Environmental Assessment (Scotland) Act 2005 transposes the requirements of the European Community SEA Directive (2001/42/EC). Under the Environmental Assessment (Scotland) Act 2005, those bodies preparing qualifying Scottish plans are required to undertake a SEA of plans that are likely to have significant environmental effects, if implemented.

2.1.3. SEA Guidance and specific environmental topic guidance will be used in conjunction with the SEA objectives to assess the Scheme Options. The assessment will be summarised for each SEA theme with a colour-coded scoring of each corridor option, and accompanied by a narrative that provides the rationale to the scoring. Due to the strategic nature of the SEA and the significant land area covered by the Study the assessment and narrative will necessarily be high-level.

2.1.4. Following the assessment, any potentially negative impacts identified will be discussed with the project team to consider a reasonable alternative in the context of the scheme objectives, and effective mitigation or enhancement recommendations. Recommendations will respond not only to direct impacts but also indirect, secondary and cumulative impacts.

2.1.5. Cumulative impacts will be considered at both intra-plan (the impact of a combination of interventions) and the inter-plan (the impact of the plan alongside other plans and policies). The inter-plan assessment will be undertaken towards the end of the assessment, when the preferred Scheme Option is available to consider alongside relevant national level policy/strategy.

2.1.6. The SEA aims to offer greater protection to the environment by ensuring public bodies (in this case, North Lanarkshire Council) and those organisations preparing plans of a 'public character' consider and address the likely significant environmental effects.

2.1.7. The SEA is developed to incorporate the feedback from statutory Consultation Authorities. The Scottish statutory Consultation Authorities are:

- Scottish Environment Protection Agency (SEPA);
- NatureScot; and
- Historic Environment Scotland (HES).

2.1.8. The role of the Consultation Authorities within SEA is to bring their individual environmental expertise to the assessment process. This can help to ensure that the future consultation process undertaken by a Responsible Authority (in this case North Lanarkshire Council) is more robust. This in turn means that the public can gain a better understanding of the likely effect of

a plan on the environment and meaningfully contribute to the plan's preparation process by offering an informed view (Scottish Government, 2013).

2.1.9. In the case of the East Airdrie Link Road Scheme an SEA was not previously carried out for the Scheme at an emerging plan or programme level and as such this SEA and SEA scoping will be carried out at a scheme level to ensure the Scheme is compliant with the requirements of the Environmental Assessment (Scotland) Act 2005.

2.1.10. An environmental options assessment for the Scheme was previously carried out in line with the Design Manual for Roads and Bridges (DMRB) guidance documents[4]. In 2020, eight strategies underwent DMRB Stage 1 'Preliminary Assessment'. A DMRB Stage 2 'Route Options Assessment' assessment of the six shortlisted options above is currently being carried out.

2.2. Strategic Environmental Assessment (SEA) Scoping

2.2.1. Developing the draft scope for the SEA as presented in this report has involved the following steps:

1. Defining the broader context for the Strategy and associated SEA (i.e. Scottish and UK Government, and regional and local policy), to summarise the regulatory and legislative landscape;
2. Establishing the baseline for the SEA, (i.e. the current and future situation in the area in the absence of the Strategy, in order to help identify the plan's likely significant effects;
3. Identifying particular problems or opportunities ('issues') that should be a particular focus of the SEA; and,
4. Developing a SEA Framework comprising objectives and appraisal questions on the basis of these issues which can then be used to appraise the Strategy.

2.2.2. The Scoping Report is intended to provide sufficient information about the East Airdrie Link Road scheme and its potential environmental effects to allow the Consultation Authorities to provide an informed view regarding the environmental themes to be included in the SEA. The Scoping Report provides details of baseline data, relevant plans, programmes and policies and proposed methodology that will be used in the SEA. Comments from the Consultation Authorities on this Scoping Report will be responded to in the draft Environmental Report (the next stage of SEA).

2.2.3. The scoping stage has also been informed by environmental workshops and engagement, as described in Section 4 'Consultation and Stakeholder Engagement'. The approach to the remaining SEA stages after scoping are described in Section 7 'Next Steps'.

2.3. Structure of this Report

2.3.1. The information in this Scoping Report has been presented through the following SEA themes: Biodiversity, Flora and Fauna;

- Population and Human Health;

[4] The full suite of Design Manual for Roads and Bridges (DMRB) guidance documents can be found here: https://www.standardsforhighways.co.uk/dmrb/

- Water;
- Soil;
- Air;
- Climatic Factors;
- Material Assets;
- Cultural Heritage; and,
- Landscape. The selected SEA themes incorporate the SEA 'issues' suggested by Schedule 3 (6) of the Environmental Assessment (Scotland) Act 2005 Regulations. These were refined to reflect a broad understanding of the anticipated scope of the EALR's effects.

2.3.2. This SEA scoping report has been structured as follows:

- **Section 1** – Summarises the general background of the East Airdrie Link Road scheme.
- **Section 2** – Sets out the background to SEA, SEA scoping and the structure of this report.
- **Section 3** – Shows the key relationships between the East Airdrie Link Road scheme and other Plans, Policies and Strategies (PPS), including their associated environmental requirements.
- **Section 4** – Described the approach to stakeholder engagement throughout the development of the East Airdrie Link Road scheme.
- **Section 5** – Provides a summary of the existing environment and key sustainability issues by SEA theme ('the baseline profile').
- **Section 6** – Sets out key strategic inter-relationships between SEA themes.
- **Section 7** – Sets out the proposed approach for undertaking SEA and summarises the next steps required for consultation.
- **Appendix A** contains the constraints plans depicting nationally or internationally significant environmental, landscape and cultural heritage designations.
- **Appendix B** contains a comprehensive review of the relevant PPS that are summarised in Chapter 3 of this report.

2.4. Supporting Assessments

Habitat Regulations Appraisal (HRA)

2.4.1. The EU Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (hereafter referred to as the Habitats Directive) was adopted in 1992 (as amended). The primary aim of the Habitats Directive is to promote the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species of European interest listed in the Annexes to the Directive at a favourable conservation status. It also introduces robust protection for those habitats and species of European importance.

2.4.2. Article 6(3) of the EC Habitats Directive requires that any plan which is not directly connected with or necessary to the management of a European site (otherwise known as 'Natura 2000' sites), but may be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment' of its implications for the European site in view of the site's conservation objectives. The application of the precautionary principle is implicit in the Habitats Directive, which requires that the conservation objectives of Natura 2000 should prevail where there is uncertainty (European Commission 2001). Where scientific information is insufficient, inconclusive, or uncertain, the precautionary principle is applied. This procedure is applied in Scotland through The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and is known as the 'Habitats Regulations Appraisal' (HRA) of plans. These regulations will remain in place post 31st December 2020 with only minor changes being introduced by the Conservation (Natural Habitats, &c.) (EU Exit) (Scotland) (Amendment) Regulations 2019.

2.4.3. Natura 2000 sites include Special Areas of Conservation (SACs) designated under the Habitats Directive (92/43/EEC) and Special Protection Areas (SPAs) designated under the Birds Directive (2009/147/EEC). In addition, Candidate and Possible SACs, Potential SPAs and Ramsar wetlands (designated under the Convention on Wetlands of International Importance) should be included in appraisals as they are afforded the same level of protection as European sites under domestic policy. Natura 2000 sites are designated due to the presence of specific habitats and species of internationally important biodiversity value, otherwise known as 'qualifying interest features.'

2.4.4. Each stage in the development of the East Airdrie Link Road scheme will be reviewed to determine if there might be any potential indirect or direct significant effects on Natura 2000 sites. Discussions with NatureScot and refinement of the HRA approach will continue throughout the progression of the East Airdrie Link Road scheme. Any HRA reports would be produced independently of the SEA.

Equality Impact Assessment (EqIA)

2.4.5. The public sector equality duty was created by the Equality Act 2010, and replaces the race, disability and gender equality duties. It is supported by the specific duties contained in The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 as amended. Section 149 of the Act imposes a duty on 'public authorities' and other bodies when exercising public functions to have due regard to the need to:

1. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

2.4.6. Scottish Government guidance is that an Equality Impact Assessment (EqIA) should be undertaken to assess the impact of new or revised policies, practices or services against the requirements of the public sector equality duty.

2.4.7. At each stage in the development of the East Airdrie Link Road scheme the EqIA will be reviewed to determine if there might be any additional potential negative impacts should be identified along with how these might be best eliminated or mitigated, and opportunities to advance equality of opportunity.

3. Legislative and Policy Context

3.1. Policy Context

3.1.1. The East Airdrie Link Road Scheme is supported by plans, policies, and strategies (PPS) from national, regional and local strategic levels in Scotland. A comprehensive review of PPS from national, regional and local strategic levels is provided in Appendix B (Plans, Policies and Strategies Review).

3.1.2. At a national and regional level, the most relevant and closely linked PPS are summarised below.

3.2. National Plans, Policies and Strategies

National Planning Framework 3 (NPF3) (Scottish Government, 2014a)

3.2.1. The National Planning Framework 3 (NPF3) was published in 2014 by the Scottish Government and outlines the key principles that guide the wider planning system in Scotland. NPF3 guides Scotland's spatial development for the next 20 to 30 years, setting out strategic development priorities to support the Scottish Government's central purpose of promoting sustainable economic growth. NPF3 directly influences the goals and themes of regional and local planning policy due to the planning policy hierarchy.

3.2.2. With regard to transport and infrastructure, NPF3 acknowledges that improved internal transport links are necessary to facilitate growth and highlights under its key theme "A Connected Place" that the Scottish road network in some cases requires *"upgrading to provide sufficient capacity, reduce congestion and address safety issues"* (Page 52).

3.2.3. A new National Planning Framework, NPF4, is currently in development. NPF4 will incorporate Scottish Planning Policy (SPP) in order to address both spatial and thematic planning policies in one cohesive document. A draft of the document is expected for consultation in Autumn 2021.

3.2.4. It is anticipated that a final version of NPF4 will be adopted in Spring 2022. NPF3 and SPP will remain as current policy until final approval of NPF4.

Infrastructure Investment Plan (IIP) (Scottish Government, 2015a)

3.2.5. The Infrastructure Investment Plan (IIP) published in 2015 sets out why the Scottish Government invests, how it invests and where it intends to invest in up to 2035 by sector. It is intended to support the objectives set out in Scotland's Economic Strategy and the Programme for Government. The IIP recognises that *"investment in transport across Scotland will deliver the best possible connectivity across the roads and public transport network, improving journey times and tackling inequality by improving accessibility of services and opportunities"* (Page 21).

Scotland's Economic Strategy (Scottish Government, 2015b)

3.2.6. The Scottish Government's Economic Strategy sets out four principles, with associated actions, to ensure economic growth is shared and sustainable.

3.2.7. A key strategic priority in the policy is 'investing in our people, infrastructure and assets in a sustainable way', this priority recognises the importance of investment in infrastructure to drive competitiveness and create opportunities.

3.2.8. It also recommends that "investment must be sustainable, not only in terms of tackling emissions, enhancing our natural capital and supporting the transition to a low carbon economy, but also through ensuring the sustainability of our communities" (Page 37).

National Transport Strategy 2 (NTS2) (Transport Scotland, 2020)

3.2.9. The National Transport Strategy (NTS2) provides a vision and associated long-term key strategy objectives and outcomes for transport in Scotland over the next 20 years.

3.2.10. NTS2 sets the following vision for transport in Scotland: "We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors" (Page 5).

3.2.11. The vision is underpinned by four Priorities:

- Reducing inequalities through the provision of fair, easy and affordable access to transport services.
- Taking climate action by ensuring Scotland's transport system helps deliver the Scottish Government's net-zero carbon emission target by 2045, adapts to the effects of climate change and promotes the use of sustainable travel options.
- Delivering inclusive economic growth by ensuring Scotland's transport network and services will be effectively integrated with spatial and land use planning and economic development, adapt to the changing requirements of citizens, businesses and visitors, provide reliable journey times, and use new and innovative products, services and technologies.
- Improving health and wellbeing by prioritising the prevention and reduction of incidents, promoting active travel and creating cleaner and greener places and networks within the transport system.

The Infrastructure Commission for Scotland Findings Report (Infrastructure Commission for Scotland, 2020)

3.2.12. The Infrastructure Commission for Scotland (ICS) was established in early 2019 to provide independent advice to Scottish Ministers on a 30-year vision of infrastructure for Scotland by the end of 2019, and to consider options for delivery by June 2020.

3.2.13. ICS' commission was to focus primarily on infrastructure's role to achieve an inclusive net zero carbon economy. This supports the holistic goal of enhancing wellbeing over more narrowly defined measures of economic success such as Gross Value Added (GVA) or Gross Domestic Product (GDP).

3.2.14. The Phase 1: Key Findings Report provides context and key policy drivers, sector summaries and cross-cutting recommendations.

3.2.15. The Transport Sector Summary, states that "there are currently some 48 billion vehicle kilometres driven on Scotland's roads annually" and that "private cars account for the highest

users of the network (75% of distance travelled) followed by light goods vehicles (17%), heavy goods vehicles (5%) and public transport (2%)" (Page 58).

3.2.16. The key challenge that is faced by the transport sector is "ensuring an appropriate level of effective and efficient connectivity in Scotland to enable: people to move around; business to access markets; and, the movement of goods, but in a way that delivers a net-zero carbon inclusive growth economy" (Page 60). In order to achieve these goals "policies focused on delivering an inclusive net zero carbon economy must not focus solely on zero emission vehicles or connected and autonomous vehicles, but for also on the opportunities for shared mobility and on-demand services as well as a much greater role for evolved public transport in the overall provision of mobility" (Page 62).

3.2.17. The Phase 2: Delivery Findings Report further discusses the key recommendations of the Phase 1 Report and considers the options for their delivery. Three particular areas were identified for *"detailed investigation during Phase 2, namely: prioritising an inclusive net zero carbon economy and a long-term approach to infrastructure strategy, how best to optimise the impact of infrastructure in enabling sustainable places; and, delivering a thriving construction sector through enhancing the interaction between the public sector and industry"* (Page 4).

3.3. Regional Plans, Policies and Strategies

A Catalyst for Change: Regional Transport Strategy for the west of Scotland 2008-21 (SPT, 2008)

3.3.1. Strathclyde's Partnership for Transport's (SPT) Regional Transport Strategy (RTS) provides a strategic framework for transport management and investment in the SPT area over a 13-year period. The RTS sets the following vision for Transport in the SPT area: "a world class sustainable transport system that acts as a catalyst for an improved quality of life for all" (Page 5).

3.3.2. The SPT RTS has four Strategy Outcomes with associated indicators to measure achieve towards these outcomes:

- "Improved Connectivity: The west of Scotland has a transport system that underpins a strong, sustainable economy.
- Access for All: The west of Scotland has a transport system that is safe, secure and accessible to all.
- Reduced Emissions: The west of Scotland has a transport system that promotes sustainable travel for a cleaner environment and healthier lives.
- Attractive, Seamless, Reliable Travel: The west of Scotland has a transport system that provides attractive, seamless, reliable travel." (Page 7)

3.3.3. One of the Strategic Priorities as set out to support the 'Improved Connectivity' Strategy Outcome, within the current RTS Delivery Plan 2018/19 – 2020/21, is 'Promoting Sustainable Development'. One of the key actions which supports this Strategic Priority is *"4. Support the objectives of Glasgow City region City Deal, Ayrshire Growth Deal and emerging Argyll & Bute Rural Deal"* (Page 7) (SPT, 2018).

Glasgow City Region City Deal (Scottish Government, 2014b)

3.3.4. In 2014, the Glasgow and Clyde Valley Local Authorities (including North Lanarkshire Council) entered into a City Deal with both the Scottish and UK Governments. Together the UK Government and Scottish Government are investing £1.13 billion into creating growth in the region through the improvement of transportation links and the regeneration/development of key sites over the next 20 years.

3.3.5. The City Deal encompasses 27 projects across three key themes. These themes are: 'Infrastructure', 'Skills & Employment' and 'Innovation and Business Growth'.

3.3.6. The Pan Lanarkshire Orbital Transport Corridor is one of the key infrastructure projects named in the City Deal. The City Deal states that the *"Pan Lanarkshire Orbital Transport Corridor includes a new East Airdrie Link Road, improved access into Motherwell from the M74 and improved road and pedestrian links within Motherwell town centre. This £93.6m project links with similar road infrastructure investment planned within South Lanarkshire as part of City Deal*".

3.3.7. East Airdrie Link Road will create a new road link providing *"a more direct north-south link between the M8 and Cumbernauld"* (North Lanarkshire Council, 2020a). In order to support growth in the region *"the new road infrastructure will: improve journey times and transport reliability; improve connections between residential areas, town centres, business centres, employment and education; improve air quality, by relieving congestion along the existing A73"* (North Lanarkshire Council, 2020b).

Glasgow and the Clyde Valley Strategic Development Plan (Clydeplan, 2017)

3.3.8. The Glasgow and the Clyde Valley Strategic Development Planning Authority's (Clydeplan) Strategic Development Plan (SDP) sets out a vision and spatial strategy to tackle *"major economic, social and environmental challenges facing… whilst reflecting the variety of the areas towns and villages and their diverse roles and functions"* (Page 1).

3.3.9. Policy 3 – Glasgow and Clyde Valley City Deal notes support of *"the City Deal Programme and related projects"* (Page 17) and highlights the Pan Lanarkshire Orbital Transport Corridor as key infrastructure project which will support the following Strategic Priorities: Ravencraig; Improved strategic connectivity; Strategic Economic Investment Location (SEIL); and, Motherwell Strategic Centre (Page 18).

3.3.10. BioCity Enterprise Area and Eurocentral Scotland are both identified within the Clydeplan SDP as a Strategic Economic Investment Locations (SEILs) as a *"priority locations to promote the Scottish Government's key economic sector and Scottish Enterprise's locational priorities"* (Page 37). Both SEILs are located directly to the south of Airdrie adjacent to the M8 (Edinburgh – Glasgow Motorway).

3.3.11. The Proposed Scheme would provide a key connection from the BioCity Enterprise Area and Eurocentral Scotland north towards the M80 (Glasgow – Stirling) and the north of Scotland.

3.3.12. Eurocentral Scotland primarily accommodates production and distribution businesses and as such it is also identified as a Strategic Freight Transport Hub in the SDP. The Eurocentral

Scotland Strategic Freight Transport Hub has an agreed freight mode of both road and rail (Page 44). Policy 6 – Strategic Freight Transport Hubs notes that *"Local Authorities should safeguard and promote investment in the Strategic Freight Transport Hubs to support to agreed freight mode and, where appropriate, associated passenger facilities"* (Page 45).

3.3.13. Policy 17 – Promoting Sustainable Transport states support for "the planned and programme investment in the city regions transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local transport Strategies and related programmes" (Page 84).

3.3.14. A non-radial corridor from Cumbernauld to Motherwell (connecting Cumbernauld, Gartcosh, Airdrie, Coatbridge, and Ravenscraig) is highlighted, in the SDP, as a core transport corridor which provides an opportunity to promote modal shift through the following measures: *"improved heavy rail services; quality bus corridor; park and ride; improved interchanges"* (Page 85).

3.3.15. Policy 18 – Strategic Walking and Cycling Network states that development proposals are "to maintain and enhance the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network Development" (Page 87).

3.3.16. The Planning (Scotland) Act 2019 (Scottish Parliament, 2019) will remove the requirement for Strategic Development Plans in the four largest city regions and instead will introduce a requirement for all authorities to prepare Regional Spatial Strategies. It is anticipated that statutory guidance will be produced for regional spatial strategies by October – December 2021. Until such time as Regional Spatial Strategies are established the general principles established through Strategic Development Plans will remain relevant.

3.4. Relationship with other PPS

3.4.1. SEA consideration of the East Airdrie Link Road Scheme, within the context of the most relevant PPS, supports the identification of wider environmental protection objectives and issues that the Scheme should take cognisance of, and might support with its delivery.

3.4.2. A wide range of national and regional level policies from various PPS need to be considered in the development of the SEA. The other relevant plans, policies and strategies that the Scheme affects, and is affected by, are set out below and the key relevant aspects of these policies are included in Appendix B (Plans, Policies and Strategies Review).

3.4.3. A summary matrix of the PPS shown in Appendix B in relation to relevant SEA themes is provided in Table 3-1 below.

Table 3-1 Summary of Plans, Policies and Strategies against SEA Themes

PPS	SEA Theme								
	Biodiversity, Flora and Fauna	Population & Human Health	Water	Soil	Air	Climatic Factors	Material Assets	Cultural Heritage	Landscape
National									
National Transport Strategy 2 (NTS2)		✓	✓		✓	✓			
National Transport Strategy 2 Delivery Plan 2020 to 2022		✓	✓		✓	✓			
National Planning Framework 3 (NPF3)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scottish Planning Policy (SPP)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Scotland's Fourth National Planning (NPF4) Framework Position Statement	✓	✓	✓	✓	✓	✓	✓	✓	✓
Indicative Regional Spatial Strategies – Summary of Emerging Work	✓	✓	✓	✓	✓	✓	✓	✓	✓
Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021	✓	✓	✓		✓	✓	✓		
Planning Advice Notes (PANs)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Climate Change Plan – Third Report on Proposals and Policies 2018-2032	✓	✓	✓	✓	✓	✓	✓		✓
Update to the Climate Change Plan 2018-2032	✓	✓	✓	✓	✓	✓	✓		✓
A National Mission with Local Impact – Infrastructure Investment Plan for Scotland 2021-22 to 2025-26	✓	✓	✓	✓	✓	✓	✓		
Scotland's Third Land Use Strategy 2021-2026 – Getting the best from our land.	✓	✓	✓	✓					✓
Scotland's Biodiversity – It's in Your Hands	✓		✓	✓	✓	✓			✓
2020 Challenge for Scotland's Biodiversity	✓		✓	✓	✓	✓	✓		✓
Scottish Biodiversity Strategy Post-2020: A Statement of Intent	✓		✓						

PPS	SEA Theme								
	Biodiversity, Flora and Fauna	Population & Human Health	Water	Soil	Air	Climatic Factors	Material Assets	Cultural Heritage	Landscape
Cleaner Air for Scotland (CAFS)				✓					
A More Active Scotland: Scotland's Physical Activity Delivery Plan		✓							
Scotland's Forestry Strategy 2019-2029	✓	✓	✓	✓	✓	✓	✓	✓	✓
Historic Environment Policy for Scotland								✓	✓
Regional									
A Catalyst for Change: Regional Transport Strategy for the west of Scotland 2008-21		✓							✓
Glasgow City Region City Deal		✓							
Glasgow and the Clyde Valley Strategic Development Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local									
North Lanarkshire Local Transport Strategy 2010		✓			✓	✓			
North Lanarkshire Local Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓
North Lanarkshire Local Development Plan Modified Proposed Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓
North Lanarkshire Biodiversity Action Plan (NLBAP) 2021 – 2015	✓								
North Lanarkshire Climate Emergency	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.4.4. A summary of the key environmental requirements and objectives identified through the review is presented in Table 3-2 below.

3.4.5. A review of the associated environmental protection objectives highlights existing and potential problems, as well as opportunities for enhancement and benefits, and has served as an important base upon which to build the SEA objectives and assessment framework.

Table 3-2 Key Environmental Requirements and Objectives from PPS Review

Theme	Key Environmental Requirements
Biodiversity, Flora and Fauna	• Protect and enhance the natural environment, wildlife, its habitats and other natural features, including internationally and nationally designated sites.
Population and Human Health	• Promote sustainable and active travel • Improve the quality and connection of transport options to reduce inequality and promote inclusivity • Protect citizens from the harmful effects of air pollution
Water	• Minimise flooding as a result of development • Protect and enhance the water environment through minimising and mitigating impacts upon physical, chemical and biological quality
Soil	• Safeguard and maximise the multiple benefits and functions of carbon rich soils and peat
Air	• Promote sustainable and active travel • Enhance wellbeing, health, environment, placemaking and sustainable economic growth through improved air quality • Reduce greenhouse gas emissions to align with net zero targets and national/international climate commitments
Climatic Factors	• Promote sustainable and active travel • Enhance wellbeing, health, environment, placemaking and sustainable economic growth through improved air quality • Reduce greenhouse gas emissions to align with net zero targets and national/international climate commitments
Material Assets	• Promote sustainable design and innovation to reduce material consumption • Minimise waste generation through recycling and reusing materials • Maintain and enhance transport infrastructure
Cultural Heritage	• Minimise detrimental impact upon and support the preservation of the historic environment
Landscape	• Protect and enhance the landscape (including the Green Belt and Countryside) due to its multitude of benefits • Ensure that visual amenity and important views are safeguarded • Encourage green infrastructure

4. Consultation and Stakeholder Engagement

4.1. Consultation

4.1.1. Consultation is an iterative process that continues throughout the different stages of the environmental assessment and design process. This section discusses the previous and ongoing environmental consultation that has been carried out in relation to the East Airdrie Link Road Scheme.

4.1.2. While consultation with wider stakeholders has not been carried out to date in relation to the SEA of the Scheme the following consultation and engagement has been carried out as part of the DMRB Stage 1 and Stage 2 assessments.

4.2. Workshops and Public Exhibitions

4.2.1. Following the conclusion of the DMRB Stage 1 Assessment, a stakeholder workshop was held on the 3 February 2020 to present the shortlist options for assessment to key stakeholders. Representatives from Glasgow & Clyde Valley City Region Deal, North Lanarkshire Council and the AECOM Design Team attended the workshop.

4.2.2. Public exhibitions were scheduled to be held at three locations; however, due to the Coronavirus Pandemic these events were cancelled, and the public exhibition was moved online.

4.2.3. The online public exhibition presented the shortlist options under consideration and provided an opportunity for members of the public to provide comment and feedback. Queries and comments raised by the public during the public exhibition consultation period have, where appropriate, been considered during the development of the design and the environmental assessment process at DMRB Stage 2.

4.2.4. The public exhibition materials are available to the public online (with feedback being accepted through an associated online form) at the following address: http://www.northlanarkshire.gov.uk/east-airdrie-link-road.

4.2.5. An active travel workshop was held on the 30 July 2020 to present the shortlist options and possible options for active travel provision to key active travel stakeholders. Representatives from the Glasgow & Clyde Valley Green Network Partnership, Central Scotland Green Network Trust, Sustrans, GoBike, SPT, NHS Lanarkshire, North Lanarkshire Council and the AECOM Design Team attended the workshop.

4.3. Environmental Stakeholder Engagement

4.3.1. A number of consultation letters were issued to a range of environmental stakeholder consultees in May 2020 to gather information to support the DMRB Stage 2 Assessment. The responses received are summarised in Table 4-1 'Summary of Environmental Consultation Responses' below.

Table 4-1 Summary of Environmental Consultation Responses

Consultee	Summary of Response
Central Scotland Green Network Trust (CSGNT)	Response states "it is essential that this work considers the following issues in relation to the three route options: 1. How connectivity of the route maximises the reduction in traffic along the existing A73 corridor; 2. How to ensure current active travel routes are connected into any new infrastructure and are not physically compromised by the link road; 3. How active travel can be enhanced as an experience by this project, especially through the greening of the active travel corridor4.How habitat connections are created and improved, and not adversely impacted upon, by the route". Further details on how these issues relate to the Scheme Options are set out in the response. Dated 20 May 2020.
Cycling Scotland	Response notes that the existing A73 "could be made more cycling friendly through separated cycle lanes". Dated 18 May 2020.
First Bus	Response states support for the new road and show no preference between the proposed options. Response also highlights delays experienced by Service 201 on the A73 due to traffic congestion. Dated 18 May 2020.
Glasgow & Clyde Valley Green Network Partnership (GCVCNP)	Response highlights the GCVGNP Blueprint and the identification of an opportunity for a key "Green Active Travel" access connection between Airdrie and Cumbernauld. Dated 28 May 2020.
Go Bike	Response notes a willingness to engage with the Proposed Scheme design and assessment going forward. Dated 26 May 2020.
Historic Environment Scotland (HES)	Response requests further information on the Scheme Options in order to provide specific information on the impacts of the Proposed Scheme. Dated 29 May 2020.
NatureScot (Previously Scottish Natural Heritage (SNH))	Response highlights two environmental issues to consider going forward: "Option B is adjacent to Lady Bell's Moss SSSI. This site is designated for its raised bog. It is particularly sensitive to changes in hydrology so this must be assessed to avoid damage to the site. - Option C is adjacent to Brownsburn Community Park Local Nature Reserve. The presence of water voles has been recorded at the reserve. Water voles receive partial protection under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended)". Dated 1 June 2020.
NHS Lanarkshire	Response notes support for the Proposed Scheme as "the enhancement of the north-south corridor will deliver a number of significant benefits for economic growth". The response notes Option C as the preferred option and identifies the connection north of Riggend (Options A1, B1 and C1) as important to deliver the fully benefit of the new route. Reponse notes that two potential sites for the new University Hospital Monklands (Glenmavis and Wester Moffat) would be impacted by the Scheme Options. Dated 2 July 2020.
Scottish Environment Protection Agency (SEPA)	Response notes that the part of the Study Area "lies within the medium likelihood fluvial flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding (from the North Calder Water and Shotts Burn)" and states that "the infrastructure should be designed and constructed to remain operational during floods and not impede water flow". Response recommends that new watercourse crossings should be designed to comply with the principles of SPP and have a neutral or better effect on flood risk. Dated 11 August 2020.
Strathclyde's Partnership for Transport (SPT)	Response that Options A or B are "preferable in respect of their southern integration with the trunk road network. Option C takes a route through Chapelhall, which is already congested and is an AQMA. Option A & B would be most preferable in respect of reducing traffic through Chapelhall town centre and for the benefit of public transport, active travel, air quality and noise". Response also states that "it essential that in further developing these proposals it is clearly demonstrated that not only does the project enhance pedestrian and cycle infrastructure in the area, but enhancements to the road network also support the increased attractiveness of the local bus network" and that "it is essential that the opportunity is utilised to repurpose Airdrie town centre, make it more attractive, improve

Consultee	Summary of Response
	from the perspective of place-making, active travel, but critically, offering some benefits to bus, if they have not been delivered already by then".
Sustrans	Response notes that Sustrans "do not support the chosen strategy to build a new road to the east of the A73"; however, the response does make the following recommendations "to deliver the beneficial outcomes for climate, equalities, health and economy the project should not result in an overall increase in road capacity across the network…, significant enhancements should be made to the route of NCN 75 between Plains and Drumgelloch…, all active travel links should be designed to integrate the very best practice walking and cycling infrastructure…, junctions should be designed to fully integrate safe and accessible active travel…, east-west active travel links across the carriageway should be provided to go some way to mitigate issue of severance and enable connections to the core path network…, the redirection of traffic away from Chapellhall and East Ardrie should be used to improve public transport links and the walking and cycling environment…, soft measures should be included in proposals to complement active travel infrastructure." Dated 1 July 2020.

5. Baseline Profile

5.1. Approach and Methodology

5.1.1. In line with Section 2.2 'Strategic Environmental Assessment (SEA) Scoping' above, Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires that the following be identified when undertaking a SEA:

- relevant aspects of the current state of the environment and its likely evolution without the implementation of the plan or programme;
- environmental characteristics of areas likely to be affected;
- relevant existing environmental problems; and,
- relevant environmental protection objectives at the international, European or national level (as described in Section 3 'Legislative and Policy Context' above).
- SEA Framework comprising objectives and appraisal questions on the basis of these issues which can then be used to appraise the Strategy.

5.1.2. Accordingly, this section will set out under each theme the current state of the environment ('Current Baseline'), its likely evolution without the implementation of the Scheme ('Future Baseline'), the relevant existing environmental problems ('Key Sustainability Issues'), and the SEA Framework comprising objectives and appraisal questions ('SEA Objectives and Assessment Questions').

5.1.3. Online mapping and publicly available resources have been used to identify environmental constraints and inform the 'Current Baseline' and 'Future Baseline'. Sources used include:

- Ordnance Survey (OS) Maps;
- Scotland's Environment website;
- SEPA Water Classification Hub;
- SEPA Flood Maps;
- NatureScot SiteLink;
- National Soil Map of Scotland;
- Historic Environment Scotland website;
- Scottish Forestry Open Data; and
- North Lanarkshire Council GIS data.

5.1.4. The 'Legislative and Policy Context' (Section 4) combined with the 'Current Baseline' and 'Future Baseline' set out in this section (Section 5) will inform the identification of 'Key Sustainability Issues' - assisting in the scoping in/out of environmental themes, in the 'Summary of Key Sustainability Issues' (Section 6.1) and providing a particular focus for the SEA.

5.1.5. The Scheme 'SEA Objectives and Assessment Questions' will then be developed based on the 'Key Sustainability Issues'. Taken together, the SEA themes and objectives provide a 'framework' for assessment as part of the SEA. The 'SEA Framework' is set out in full in Section 6.2.

5.1.6. The East Airdrie Link Road Scheme 'SEA Objectives and Assessment Questions' will also be developed to align with the High-Level Objectives and relevant Sub-Objectives set out in North Lanarkshire Council's Proposed Local Development Plan (LDP) SEA Environmental Report. These objectives are as follows:

Table 5-1 North Lanarkshire Council's Proposed Local Development Plan (LDP) Objectives

East Airdrie Link Road Scheme SEA Topics	Proposed LDP SEA Topics	Proposed LDP SEA High-Level Objectives
Biodiversity, Flora and Fauna	Ecology	• Safeguard and enhance the environment through the protection of biodiversity • Protect enhance and where necessary restore species and habitat
	Aquatic Environment	• To ensure the importance of aquatic habitats and resources is recognised and protected
Population and Human Health	Land Use	• To achieve balanced, sustainable land use • Respect landform, natural processes and systems
	Air Quality and Noise	• Protect the environment from pollution (this includes air, water and land pollution)
	Communities	• To promote community regeneration • To promote sustainable communities • To improve quality of life • To create a prosperous society where regeneration supports long term sustainable growth • Protect and enhance green spaces for recreation and biodiversity • Regenerate degraded environments, both urban and rural • Respect urban form, settlement pattern and identity • Reduce the need to travel and journey length • Protect, enhance and create green spaces important for recreation and biodiversity
Water	Aquatic Environment	• To protect and enhance the water environment • Protect and enhance the water environment including coastal and river systems
	Water and Resources	• To promote sustainable resource use
Soil	Geology and Soils	• To protect the geological resource • To protect the most valuable soils • Protect and use soils in a sustainable way
Air	Air Quality and Noise	• To ensure air quality meets all legislative and regulatory requirements • Protect the environment from pollution (this includes air, water and land pollution)
Climatic Factors	Energy	• To promote energy efficiency • Assist in the sustainable development of renewable energies
Material Assets	Water and Resources	• To reduce waste • To promote sustainable resource use • To promote recycling and recovery

East Airdrie Link Road Scheme SEA Topics	Proposed LDP SEA Topics	Proposed LDP SEA High-Level Objectives
Cultural Heritage	Cultural Heritage	• To preserve and interpret cultural heritage resources
Landscape	Landscape	• To improve the quality of the urban and rural landscape • Protect the landform of the area as defined in planning designations and Landscape Character Assessment for Glasgow and the Clyde Valley (GCV) • Protect and where necessary restore landscape character especially those designated as have particular worth • Protect, enhance and where necessary restore landscape character, local distinctiveness and scenic value

5.2. Study Area

5.2.1. As shown on Figure 1 'Key Environmental Constraints', the Study Area for this SEA scoping is located to the south, east and north of the town of Airdrie, North Lanarkshire. The Study Area starts just north of the M8 Junctions 6 and 6A (at the Lancaster Avenue/A73 Roundabout and the B799/B802 Roundabout respectively) and ends north of Riggend where the A73 becomes a dual carriageway. A general Study Area has been defined as a 500m boundary from the Scheme Options.

5.3. Biodiversity, Flora and Fauna

Baseline Review – Current Baseline

Designated Sites

5.3.1. There are eleven statutory designated sites (a Local Nature Reserve (LNR), Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA) and a Ramsar Wetland) within the wider area. These are shown in Figure 2 'Statutory Sites', and summarised in Table 5-1 'Statutory Designated Sites' below which orders them by increasing distance from the Scheme Options and describes their relationship with the Study Area.

Table 5-2 Statutory Designated Sites

Designation	Reason(s) for Designation	Relationship to Site
Brownsburn LNR	Comprises an extensive area of grassland, woodland and wetland which provides habitat for a range of species including water vole.	380 m west of the nearest option, separated by the largely wooded and often steeply sloping North Calder Water valley.
Lady Bell's Moss SSSI	One of the best examples of raised bog in Lanarkshire with areas of Sphagnum lawn and wet heath. The notified feature is Raised bog.	600 m east of the nearest option, separated by a disused quarry, grazed pastures and a small strip of conifer plantation.
North Bellstane Plantation SSSI	The best example of its type of wet woodland in central / south-west Scotland. The site comprises species-poor wet woodland surrounding an area of raised bog. The notified feature is Wet woodland.	900 m north of the nearest option, separated by conifer plantation (South Bellstane Plantation), grazing land, and the A73.
Slamannan Plateau SPA	Slamannan Plateau SPA encompasses Slamannan Plateau SSSI, West Fannyside Moss SAC and West Fannyside Moss SSSI (see below). The qualifying interest Taiga bean goose, non-breeding.	3.75 km north-east of the nearest option, separated mainly by arable fields, conifer plantation and a few small settlements.

Designation	Reason(s) for Designation	Relationship to Site
West Fannyside Moss SAC	Extensive blanket bog on the Slamannan Plateau supporting peat-forming vegetation at an unusual relatively low altitude. The qualifying interest is Blanket bog. The site is used by Taiga bean geese (see Slamannan Plateau SPA and SSSI above) and is also a SSSI.	4 km north-east of the nearest option, separated mainly by arable fields, conifer plantation and a few small settlements.
Black Loch Moss SAC	One of the least-disturbed active raised bogs remaining in the central belt of Scotland, with a large area of undamaged bog surface. This area is also National Nature Reserve. The qualifying interests are Active raised bog and Degraded raised bog.	6.5 km east of the nearest option separated by woodland, Hillend reservoir and Caldercruix.
North Shotts Moss SAC	Two separate bogs with extensive Sphagnum carpets and areas of lagg fen. The qualifying interests are Active raised bog and Degraded raised bog.	7.7 km south-east of the nearest option separated by the M8, farmland, woodland and conifer plantation.
Blawhorn Moss SAC	One of the larger, least-disturbed active raised bogs in the central belt of Scotland, with well-developed hummock and hollow topography. The qualifying interests are Active raised bog and Degraded raised bog.	9.4 km east of the nearest option separated by woodland, fields and Hillend reservoir.
Clyde Valley Woods SAC	The most extensive complex of woodland gorges with Tilio-Acerion forests in Scotland. The qualifying interest is Mixed woodland on base-rich soils associated with rocky slopes.	At closet 8.9 km south of the nearest option, separated by the M8, Carfin and the outskirts of Motherwell.
Inner Clyde SPA (also a Ramsar site)	A heavily industrialised estuary with intertidal flats supporting large numbers of wintering waterfowl. The qualifying interest is Redshank *Tringa totanus*.	Approximately 27 km west of the nearest option, separated by the north of Glasgow including settlements such as Stepps and Bishopbriggs. However, there is hydrological connectivity via the North Calder Water, which is crossed by all of the options.
Inner Clyde SSSI	A heavily industrialised estuary with intertidal flats supporting large numbers of wintering waterfowl. The notified features include the following wintering birds: Cormorant Phalacrocorax carbo Eider Somateria molissima Oystercatcher Haematopus ostralegus Goldeneye Bucephala clangula Red-breasted merganser *Mergus serrator* Red-throated diver *Gavia stellata* Redshank Saltmarsh habitat is also a notified feature.	Approximately 27 km west of the nearest option, separated by the north of Glasgow including settlements such as Stepps and Bishopbriggs. However, there is hydrological connectivity via the North Calder Water, which is crossed by all of the options.

Non-statutory Designated Sites

5.3.2. The 42 Sites of Importance of Nature Conservation (SINC) are spread throughout the Study Area and are particularly numerous along the North Calder Water, which is itself a SINC. The main habitats covered by these SINCs are woodland, watercourses, wetland, grassland and (in the vicinity of the northern parts of the Scheme Options) blanket bog.

5.3.3. The SINCs that are most critical are those that are liable to suffer significant adverse effects (as opposed to minor or neutral effects), for which the primary interests are blanket bog, semi-natural ancient woodland, other semi-natural woodland, and watercourses especially the North Calder Water and Shotts Burn and associated habitats.

Ancient Woodland and Native Woodland

5.3.4. There are numerous areas of woodland listed in the Ancient Woodland Inventory (AWI) within 1 km of the Scheme Options as shown in Figure 1 'Key Environmental Constraints'. This includes several areas of ancient woodland of semi-natural origin (the most ecologically valuable type of ancient woodland). The key areas of most relevance to the Scheme Options are in SINCs in the valley of the North Calder Water, and along the Shotts Burn in Fairy Glen (Shotts Burn Glen) SINC.

5.3.5. There are also woodlands present classified in the AWI as long-established (of plantation origin). The majority of these woodlands appear to be mature broadleaved woodland.

5.3.6. All areas of native woodland, as identified by the Native Woodland Survey Scotland (NWSS), within the Desk Study Area are classified as 'native' (rather than the alternative category of 'nearly native'). Areas of native woodland are numerous and widespread across the Desk Study Area, with the exception of the urban areas of Airdrie, Calderbank and Chapelhall.

5.3.7. Ancient woodland of semi-natural origin is also classified as native woodland, as would be expected.

Habitats

5.3.8. In addition to the intrinsic value of all the SINCs, several contain priority UK habitats that are also considered important in national policy, namely blanket bog (and associated deep peat) and semi-natural ancient woodland. Other notable habitats are also present in the Study Area, partly within SINCs, including unimproved neutral grassland and ponds that may support great crested newt, a species known to be present in the Drumshangie Moss vicinity north-east of Airdrie.

Protected Species

5.3.9. The following protected species are known or considered likely or potentially present are:

- Otter;
- Badger;
- Bats;
- Water vole; and,
- Great crested newt.

Baseline Review – Potential Future Baseline

5.3.10. Biodiversity loss has been well documented over the last 50 years, and today there are a range of pressures with the potential to impact on Scotland's wildlife and biodiversity. Key ongoing issues include climate change, land use pressures (e.g. loss or damage of natural habitats from development or agricultural intensification and land use change), and the pollution of air, water, and land. Climate change and future development are the biggest drivers for the possible changes in the future baseline. Whilst a future baseline is difficult to predict for every ecological feature, trends and targets can provide a useful indication of future biodiversity.

5.3.11. Within Scotland's designated sites (SSSI, SAC, SPA and Ramsar sites), 78.8% of natural features were in favourable condition on 31st March 2020 (NatureScot, 2020a). This is an increase of 1.6% since 2011, when 77.2% of natural features were in favourable condition (SNH, 2011c). Over the same period, the percentage of qualifying habitats features in favourable condition has increased by 4.9% (from 73.8% in 2011 to 78.7% in 2020), but the percentage of qualifying species features in favourable condition has declined by 2.3% (from 75.4% in 2011 to 73.1% in 2020) (SNH, 2011c; NatureScot, 2020a). Whilst these figures hide fluctuation between years (such as 80.4% of natural features in favourable condition in 2016, the highest since monitoring began in 2005), they indicate that the percentage of natural features in favourable condition within Scotland's designated sites will not be significantly different by 2029.

5.3.12. Habitats and species, including designated sites, have the potential to come under increasing pressure from the provision of new housing, employment and infrastructure in the Study Area. In this context, the current and modified proposed Local Development Plan in the Study Area have allocations for housing and employment land. An overview of the Local Development Plan is provided in Section 3 'Legislative and Policy Context'.

5.3.13. Development pressure could include increased disturbance (recreational, noise and light) and atmospheric pollution as well as the loss of habitats and fragmentation of biodiversity networks. The loss and fragmentation of habitats will be exacerbated by the effects of climate change, which has the potential to lead to changes in the distribution and abundance of species and changes to the composition and character of habitats.

Key Sustainability Issues

5.3.14. The key biodiversity sustainability issues for the East Airdrie Link Road Scheme are:

- There are eleven protected ecological sites with potential relationships with the Study Area; including a Local Nature Reserve (LNR), Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA) and a Ramsar Wetland.
- There are 42 non-statutory designated Sites of Importance of Nature Conservation (SINC) across the Study Area;
- There are large areas of Ancient Woodland present throughout the Study Area;
- These protected sites support important habitats, such as bogs and ancient and native woodland, and important protected species, including otter, badger, bats, water vole and great crested newt.
- The drive towards Biodiversity Net Gain (BNG), meeting United Nations (UN) sustainability targets in relation to biodiversity and consideration of Natural Capital in

policy will be key to the future protection and enhancement of Scottish biodiversity and the wider natural environment.

SEA Objectives and Assessment Questions

Table 5-3 Biodiversity, Flora and Fauna SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Protect and enhance the natural environment, wildlife, its habitats and other natural features, including internationally, nationally and locally designated sites.	**Will the option/proposal help to:** • Avoid, or if not minimise impacts of new transport infrastructure on biodiversity, including designated sites? • Provide net gains where possible? • Protect and enhance ecological networks?

5.4. Population and Human Health

Baseline Review – Current Baseline

Population

5.4.1. North Lanarkshire had the 4th highest population in 2020, out of all 32 council areas in Scotland. On 30 June 2020, the population of North Lanarkshire was 341,140. This is a decrease of 0.1% from 341,370 in 2019. Over the same period, the population of Scotland increased by 0.0%.

5.4.2. In terms of overall size, the 45 to 64 age group was the largest in 2020, with a population of 96,570. In contrast, the 75 and over age group was the smallest, with a population of 25,448. In 2020, more females than males lived in North Lanarkshire in 4 out of 6 age groups. Between 1998 and 2020, the 25 to 44 age group saw the largest percentage decrease (-12.2%). The 75 and over age group saw the largest percentage increase (+45.1%).

5.4.3. The highest population density of North Lanarkshire is in the urbanised south-west, which is part of the Greater Glasgow metropolitan area. Northern and eastern areas are more rural in character, with agricultural activity such as dairy and meat farming. The largest towns in North Lanarkshire are Cumbernauld, which in mid-2016 had a population of 50,920, followed by Coatbridge (43,960), Airdrie (37,410) and Motherwell (32,590) (NRS, 2018).

Private Property and Housing

5.4.4. The Study Area covers areas of both urban and rural land predominantly to the east of Airdrie. The population living within the wider area is approximately 72,000 people. The following table, Table 5-3 Local Centre Populations, shows the population of localities within 2km of the Scheme Options.

Table 5-4 Local Centre Populations

Locality (2011)	Population
Airdrie	37,132
Plains	2,696
Calderbank	1,598
Chapelhall	6,680

Source: NRS (2013) Scotland's Census 2011 Standard Outputs

5.4.5. As designated within the Local Development Plan (North Lanarkshire Council, 2012), there are four 'Neighbourhood and Local Centres' within 500m of the Scheme Options: Katherine Park, Petersburn Glen Road, Petersburn Four Isles, and Calderbank.

5.4.6. The majority of residential properties located within the Study Area are located within Airdrie, Chapelhall, and Calderbank.

5.4.7. There are several planning applications for housing developments that may potentially be affected (i.e. within 200m of the Scheme Options); totalling approximately 3,670 potential homes. This includes a proposed 2,600 homes as part of the EuroPark development which is currently pending consideration. Within the Study Area there are six 'Short-Term Housing Land Supply' designated areas according to the existing 2012 Local Development Plan. Within the Proposed Local Development Plan (2018), there is one 'Proposed Housing Sites' within 500m of the Scheme Options.

Community Land and Facilities

5.4.8. Due to the large area within the Study Area there are numerous community land and assets within the Study Area buffer. This includes four schools (including two primary schools, one high school and St. Philip's Residential and Educational Centre), one hospital (Wester Moffat Hospital), and six designated parks and greenspaces.

Development Land and Businesses

5.4.9. Within the Study Area there are both urban areas (including a significant number of businesses and industries) and rural areas (including industrial buildings and land identified as part of an opencast coal extraction search area within the existing LDP). Eurocentral, one of the largest industrial estates in Scotland, is situated at the southern extent of the Study Area opposite the M8.

5.4.10. Within the Study Area, there are three 'Existing Industrial and Business Sites' and one 'Industrial and Business Sites' as designated within the existing LDP. There are also four 'Existing Business Sites' as designated within the Proposed LDP. Three of these sites cover large areas within the Study Area; these designations are for a proposed potato processing factory (NLC00585), the proposed Drumshangie Waste Plant (NLC00519) and the proposed Greenhills (formally Drumshangie) Data Centre (NLC00520). None of the 'Proposed Business Sites' designated within the Proposed LDP are within 500m of the Options.

Agricultural Land Holdings

5.4.11. A large area of land within the Study Area is rural land consisting primarily of farmland with a large area of moorland to the north east. The farmland consists of land capable of supporting mixed agriculture (Class 3.2, Class 4.1 and Class 4.2) (James Hutton Institute, n.d.) with lower quality improved grassland (Class 5.3) to the north east of the Study Area.

Human Health

5.4.12. Exposure to air pollution can exacerbate health inequalities between different demographics. Air quality is explored as a standalone theme in Section 5.7 'Air'. However, there are significant impacts from air quality on human health. For example, short-term increases in PM levels are associated with acute health effects:

- increased use of medication (e.g. asthma inhalers);
- days off work and days with restricted activity;
- hospital admission for lung and heart diseases; and
- risk of death from asthma, COPD, heart disease.

5.4.13. The long-term risks of exposure to $PM_{2.5}$ comprise:

- increased deaths from all causes, heart attack, chronic lung disease, stroke and lung cancer; and
- estimated reduction in average life expectancy of 3-4 months in Scotland.

5.4.14. Reducing traffic related air pollution and environmental noise can improve peoples' sense of well-being as well as physical health and the quality of the environment. Environmental noise is defined as 'unwanted or harmful outdoor noise creased by human activities, including noise emitted by means of transport, road traffic, rail traffic, and from sites of industrial activity' (Transport Scotland, 2018). Noise from transportation is the biggest source of environmental noise in Scotland, and population exposure to environmental noise have been linked to adverse health effects. Annoyance and sleep disturbance are the key direct impacts on the population.

5.4.15. To present a Community Health Profile Study Area, data at Local Authority Area level was used to represent the Study Area. Data at a national (Scottish) level has also been provided for comparison and to provide context more generally.

5.4.16. Approximately 120,959 people within North Lanarkshire are vulnerable members of society (i.e. they are aged 65 or over or less than 16). This equates to 35.56% of the total population of the Local Authority Area which is marginally lower than Scotland as a whole (35.78%).

5.4.17. There are more incidences of COPD in North Lanarkshire (242.34 per 100,000) than is average in Scotland (174.15 per 100,000) and greater number of COPD deaths per 100,000 population with 95.5 in North Lanarkshire compared with 75.28 in Scotland as a whole. The percentage of adults claiming incapacity benefit/severe disability allowance is also higher in North Lanarkshire (6.27%) than the percentage in Scotland (5.01%).

5.4.18. The average life expectancy for both males and females is lower in North Lanarkshire Local Authority Area than the Scottish average life expectancies.

5.4.19. Table 5-4 'Summary of Community Health Profile Data' below sets out the figures used to inform the Community Health Profile and the human health assessment.

Table 5-5 Summary of Community Health Profile Data

Dataset	Scotland	North Lanarkshire
Total Population	5,438,100	340,180
Vulnerable members of the community (population aged 0 to 15 and aged over 65)	1,945,616	120,959
Chronic obstructive pulmonary disease (COPD) incidence per 100,000	174.15	242.34
COPD deaths per 100,000	75.28	95.5
Adults claiming incapacity benefit/severe disability allowance	272,330	21,340
Female life expectancy between 2014 to 2018 (5-year aggregate)	81.08	79.61
Male life expectancy between 2014 to 2018 (5-year aggregate)	77.06	75.23
Population income deprived (%)	12.14	16.25

Source: Scottish Public Health Observatory (ScotPHO) (n.d.) ScotPHO Online Profiles Tool. Community Health Profiles [Online] Available at: https://www.scotpho.org.uk/comparative-health/profiles/online-profiles-tool

5.4.20. The population who are income deprived within the North Lanarkshire Local Authority Area (16.25%) is significantly higher than the percentage of the population throughout Scotland (12.14%). There are two areas within the Study Area that are considered to be part of the 10% most deprived areas in Scotland, under the Scottish Index of Multiple Deprivation (SIMD) 2020 (Scottish Government, 2020). These are Plains and North Airdrie.

5.4.21. According to the Improvement Service's Community Planning Outcome Profiles (CPOP), one of the five most vulnerable communities in North Lanarkshire is Airdrie North. This is due to high levels of child poverty, out of work benefits, emergency admissions, early mortality and depopulation, as well as high crime rates.

5.4.22. People living in deprived areas in Scotland are more likely to die early from disease and have more years of ill health (Public Health Scotland, 2019). The Scottish Burden of Disease Study (ScotPHO, 2018) Deprivation Report noted that more deprived areas have double the rate of illness or early death than less deprived areas, and that people living in Scotland's wealthiest areas are more likely to live in ill health than die prematurely due to ill health, and that the number of years of life affected by ill health are much fewer. Those living in deprived areas are also more vulnerable to the effects of environmental change due to the prevalence of pre-existing health problems and inequities amongst these communities.

Baseline Review – Future Baseline

5.4.23. Between 2018 and 2028, the population of North Lanarkshire is projected to increase from 340,180 to 341,174. This is an increase of 0.3%, which compares to a projected increase of 1.8% for Scotland as a whole. North Lanarkshire is projected to have the 4th highest population out of the 32 council areas in Scotland in 2028. Between 2018 and 2028, 14 councils are projected to see a population decrease and 18 councils are projected to see a population increase.

5.4.24. Over the next 10 years, the population of North Lanarkshire is projected to decrease by 1.7% due to natural change (more deaths than births). Total net migration (net migration within Scotland, from overseas and from the rest of the UK) is projected to result in a population increase of 1.9% over the same period.

5.4.25. The average age of the population of North Lanarkshire is projected to increase as the baby boomer generation ages and more people are expected to live longer. Between 2018 and 2028, the 0 to 15 age group is projected to see the largest percentage decrease (-9.8%) and the 75 and over age group is projected to see the largest percentage increase (+21.8%). In terms of size, however, 45 to 64 is projected to remain the largest age group.

5.4.26. Barriers to health equality will persist unless action to remove them is taken – for example, relating to accessing health care services or affordable public transport. Improvements to local and strategic roads, such as those proposed for the East Airdrie Link Road scheme, will be key for ensuring the future reliability of the transport network.

5.4.27. Transport planning will play a key role in encouraging active transport choices (e.g. walking and cycling) as well as accessibility to sports and recreation facilities.

Key Sustainability Issues

5.4.28. The key biodiversity sustainability issues for the East Airdrie Link Road Scheme are:

- Air quality and noise from transport could result in significant impacts on human health on the population, particularly the more urban areas affected by the East Airdrie Link Road scheme.
- There are a number of areas of high deprivation within the North Lanarkshire Council area, and these areas would be more vulnerable to changes in the environment.
- New transport infrastructure should seek to improve economic vitality, reduce congestion and improve overall quality of life for residents in the local population centres (Plains, Airdie, Calderbank and Chapellhall) and avoid severance of these communities.
- Access to services is an important consideration for communities and improved connectivity can reduce health inequalities.

SEA Objectives and Assessment Questions

Table 5-6 Population and Human Health SEA Objectives and Assessment Questions

SEA Objectives	Assessment Questions
Improve the health and wellbeing of residents within the Study Area.	**Will the option/proposal help to:** • Avoid and minimise impacts on human health and wellbeing including increased disturbance (noise and light pollution)? • Enhance the provision of, and access to, green infrastructure?

SEA Objectives	Assessment Questions
Promote sustainable transport use and reduce the need to travel.	**Will the option/proposal help to:** • Encourage modal shift to more sustainable forms of travel? • Reduce the need to travel?
Delivery of a transport infrastructure to meet the foreseeable needs of the varied communities within the Study Area.	**Will the option/proposal help to:** • Maintain and enhance accessibility for all people within the Study area? • Maintain or enhance the quality of life of residents? • Improve accessibility to employment opportunities?

5.5. Water

Baseline Review – Current Baseline

5.5.1. Scotland's Water Environment is essential for all life and activity, ranging from drinking water to maintaining habitats and supporting a significant part of the economy. Scotland has approximately 19,000km of coastline, incorporating 470km^2 of fishing zones that underpin coastal fishing communities. Water is also used for industrial processes such as whisky production, hydroelectricity generation and recreational activities. Scotland's rivers and lochs contain 90% of the entire UK's freshwater and cover 2% of the land area.

5.5.2. Legislation and policies relating to the Water Environment are implemented through European Union legislation, transposed into Scottish Law. The Water Framework Directive (WFD) (Directive 2000/60/EC) was transposed into Scottish law under the Water Environment Water Services (WEWS) Act 2003. Under the WFD, new activities within or near to the water environment must not cause deterioration or prevent the achievement of Good Status or Good Ecological Potential (for artificial or heavily modified water bodies). The WEWS Act is delivered through the production of River Basin Management Plans (RBMP), which detail the current condition of water bodies in the Plan area and set objectives for improvement to Good overall status or Good Ecological Potential. Surface water bodies include rivers, lochs, transitional and coastal waters.

5.5.3. The principal water bodies and types of watercourse within the Study Area and shown in Figure 3 'Water Environment' are described below and have been identified from publicly available resources (namely SEPA's Water Classification Hub). All watercourses in the Study Area are located in the River Clyde catchment and flow in a western direction towards the Firth of Clyde. There are also a number of named watercourses which are tributaries to the principal watercourses outlined below and are mentioned where applicable; these include: Clattering Burn; Cameron Burn; and North Burn.

5.5.4. Summaries of the baseline conditions and sensitivity of each receptor are provided in Table 5-6 below, relying on information provided through the Water Framework Directive in 2018.

Table 5-7 Water Receptors

Waterbody	Overall 2018 WFD Status	Water flows and levels	Access for fish migration	Physical Condition	Water Quality	Known pressures
Surface Waterbodies						
Luggie Water	Moderate	High	High	Good	Moderate	Point source discharge of wastewater
South Burn	Bad	High	High	Bad	Bad	Point source discharge of wastewater; and Modification to hydromorphology.
Shotts Burn	Poor	Good	Poor	Good	Moderate	Barriers to fish migration; and Wastewater point discharge.
Monkland Canal	Good	High	High	High	High	None
North Calder Water	Poor	Moderate	Poor	Good	Moderate	Barriers to fish migration; Water abstraction; and Wastewater point discharge.
Ground Waterbodies						
Glenboig Aquifer	Good	Good	N/A	N/A	Good	None
Glasgow and Motherwell Aquifer	Poor	Poor	N/A	N/A	Poor	Water abstraction; Legacy pollution for mining, quarrying, and contaminated land; and Point source discharges.
Slamannan Aquifer	Poor	Good	N/A	N/A	Poor	Legacy pollution for mining, quarrying, and contaminated land.

Baseline Review – Future Baseline

5.5.5. Ongoing key pressures on the surface water environment include urbanisation and intensive agriculture/ aquaculture. Rural and urban diffuse pollution also remains a concern for water quality, particularly in relation to agriculture, forestry, and urban development.

Key Sustainability Issues

- Scotland's Water Environment is essential for all life and activity, ranging from drinking water to maintaining habitats and supporting a significant part of the economy.
- Waterbodies across the Study Area experience pressures from different sources such as industry, pollution and man-made barriers, as well as unknown sources.
- The scheme provides an opportunity to implement sustainable drainage systems where none currently exist and would likely ensure that the road network remains fully functional at times of flood through design that accounts for climate change adaptability requirements.

SEA Objectives and Assessment Questions

Table 5-8 Water SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Promote the efficient and effective use of natural water resources	**Will the option/proposal help to:** • Support improvements to water quality? • Support enhancements to the status and/or potential of waterbodies under WFD Directives and successor legislation? • Protect groundwater resources?

5.6. Soil

Baseline Review – Current Baseline

5.6.1. Soil is a key part of our environment and soil degradation can have major implications for air and water quality as well as our climate, biodiversity and economy. Sustainable management and protection of soils is key to ensuring that soils can deliver essential functions vital for the sustainability of Scotland's environment and economy (SEPA 2019e), including:

- storing carbon and maintaining the balance of gases in the air;
- biomass production (including agriculture and forestry);
- filtering and buffering pollutants;
- regulating the flow of and providing storage for water;
- providing a physical environment for human activity (including built development);
- providing habitats and supporting biodiversity;
- a source of raw materials; and
- preserving cultural and archaeological heritage.

5.6.2. Soil is a non-renewable resource that supports a range of natural processes as well as providing environmental, societal and economic benefits of the human population. Soil has inherent links to several SEA themes, including climatic factors, biodiversity, water and air quality.

5.6.3. Scotland's soils are highly variable in their presence due to the diverse geology and climate in Scotland. Soils in Scotland are rich in organic matter and account for over 50% of the UK's soil carbon (Dobbie et al. 2011). Organic soils store vast quantities of carbon dioxide (CO_2), and it is estimated that Scotland's soils store 3 billion (bn) tonnes of CO_2 (Scotland's Soils 2019a). A significant amount of Scotland's soil is comprised of peatland, which is a key part of the landscape and cultural heritage. Peatlands cover more than 20% of the country's land area, storing 1.6bn tonnes of CO_2 through carbon sequestration. It is estimated that over 80% of Scotland's peatlands are degraded, which emit more CO_2 than they sequester.

5.6.4. Soil survey mapping indicates that the typical soil type across the Study Area is comprised of clayey and sandy loam, the composition of this soil type likely relates to the underlying geology. Peat and locally peaty soil types are present at various points across the Study Area appearing in small deposits. Large deposition of peat and peaty soil can be found in the Drumshangie Moss area and north of Plains.

5.6.5. The agricultural land within the Study Area is classified by the Macaulay Institute Land Capability for Agriculture (LCA) Survey (Soil Survey of Scotland, 1981).

5.6.6. The majority of the soil within the Study Area is described as Mixed Agricultural land, consisting of LCA classes 3.2 and 4.2. The Mixed Agricultural class range (Class 3.2 to 4.2) is described as land capable of being used to grow a moderate range of crops including cereals, forage crops and grass.

5.6.7. Areas of Improved Grassland are present in the areas surrounding Roughrigg Reservoir (classed as 5.3 and 5.2) and between Plains and Riggend (classed as 5.3). The Improved Grassland class range (Class 5.1 to 5.3) is described as land that has the potential for use as improved grassland.

Baseline Review – Future Baseline

5.6.8. Scotland's soils are under pressure from the effects of climate change and changes in land-use and land management. The impacts of climate change include temperature change, run-off erosion from high-intensity rainfall which leads to soil degradation and soil losses through other sources of flooding. Land use and land management can improve the protection of soils or can potentially lead to sealing, compaction, loss or organic matter, contamination or erosion and landslides. These changes can cause secondary impacts on various other SEA theme receptors, including landscape, human health, flood risk and flora and fauna.

5.6.9. A review of available historical maps (from the National Library of Scotland https://maps.nls.uk/) and current maps (from Bing maps https://www.bing.com/maps) has confirmed that within the Study Area, both former and present land uses may have resulted in the presence of potentially contaminated material which may in turn, pose a threat to human health, controlled waters or other sensitive receptors. These areas of potentially contaminated land may also impose constraints on the construction and operational phases of the road should it require excavation or avoidance.

5.6.10. The major potential contamination sources of concern at or within 250m of the various Scheme Option alignments include the following:

- Land use associated with historical mining activities;
- Quarrying activities (including ironstone pits, clay pits, sand pits and gravel pits, etc);
- Industrial developments (e.g. works/factories/mills, etc.);
- Rail network infrastructure;
- Road network infrastructure; and,

- Agricultural land.

5.6.11. Those potential contaminated land sources which fall on or very near to (i.e. within c.50m) the ten Scheme Options have been identified and are summarised in Table 5-8 'Potential sources of contamination on or very near to (c. 50m) the Scheme Options' below.

Table 5-9 Potential sources of contamination on or very near to (c.50m) the Scheme Options

Potential on-site sources	Potential contaminants
Historical and current land use as curling ponds, filtering beds and / or reservoirs.	Possible ground gas build up; possibly made ground materials with unknown contaminants.
Historical land used for mining.	Possible range of contaminants may include heavy metals, polyaromatic hydrocarbons (PAH), total petroleum hydrocarbons (TPH), asbestos, ground gases.
Historical and current land use as quarries and gravel pits; landfill / tips / refuse heaps and opencast workings.	Nature of contaminants unknown if pits backfilled. May include a range of contaminants including heavy metals, sulphides, aromatic halocarbons, PAH, TPH, solvents, polychlorinated biphenyls (PCBs), dioxins & furans, asbestos, ground gases.
Activities associated with historical and current use as rail land (including railways, tramways, branches, dismantled rails, sidings, stations).	Heavy metals, sulphates, PAH, TPH, solvents, PCBs, asbestos.
Historical and current industrial developments (including works, mills, factories).	Possible range of industrial contaminants including heavy metals, PAH, TPH, solvents, phenol, PCBs, asbestos, ground gases.
Road network.	Possible contaminants include PAH and TPH.
Agricultural land.	Possible range of contaminants which may include heavy metals, pesticides/herbicides, nitrates, phosphorous, pathogens, TPH, PAH, chlorinated phenols, leaches/disinfectants, farm waste e.g. contaminants from redundant machinery, batteries, etc.

Key Sustainability Issues

- Soil is a key part of our environment and soil degradation can have major implications for air and water quality as well as our climate, biodiversity and economy.
- Soils in Scotland are rich in organic matter and account for over 50% of the UK's soil carbon.
- Within the Study Area the soils are predominantly clayey and sandy loam. Peat and locally peaty soil types are also present at various points across the Study Area appearing in small deposits. Large deposition of peat and peaty soil can be found in the Drumshangie Moss area and north of Plains.
- Scotland's soils are under pressure from the effects of climate change and changes in land-use and land management.

SEA Objectives and Assessment Questions

Table 5-10 Soils SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Promote the efficient and effective use of natural soil resources	**Will the option/proposal help to:**

SEA Objective	Assessment Questions
	• Assist in facilitating the use of previously developed land? • Avoid the development of the best and most versatile agricultural land? • Minimise the disturbance to carbon rich soils, in particular peat?

5.7. Air

Baseline Review – Current Baseline

5.7.1. Poor air quality can have detrimental impacts on human health and quality of life. Air pollution stems from the release of substances into the atmosphere from a variety of sources, including organic and man-made sources. Regulations on pollutant sources and advancements in combustion technology have led to Scotland currently experiencing the best air quality since pre-industrial revolution times. Despite this, air quality is still a concern for many in the country, particularly those living in urban and industrial areas. Poor air quality can result in human health conditions such as asthma, respiratory problems and cardiovascular disease. The UK government estimates that air pollution reduces the life expectancy of every person in the UK by 7-8 months, with related costs of up to £20 billion to the economy annually (Air Quality in Scotland, 2019).

5.7.2. Transport is a significant contributor to nitrogen oxide (NO_x) and particulate matter (PM_{10} and $PM_{2.5}$) emissions and the transport sector is the most significant source of air pollution in the UK. Transport generates just over one-sixth of Scotland's total particulate matter and over one-third of the total emissions of nitrogen oxides. The majority of these emissions are caused by road transport. Emissions of NO_x from road transport are reducing but not at the expected rate.

5.7.3. A set of Air Quality Standards and Objectives have been developed in Scotland for several pollutants of concern for human health (Scottish Air Quality, 2020a). Air Quality Management Areas (AQMAs) are designated by local authorities in areas where Air Quality Strategy Objectives in relation to harmful objectives are not (or are unlikely to be) met. Henceforth, local authorities are required to develop and implement a plan to improve air quality in the AQMA (Scottish Air Quality, 2020b). There are six designated AQMAs within North Lanarkshire including one within the Study Area (Chapelhall AQMA).

5.7.4. Baseline air quality monitoring data for the Study Area have been gathered from North Lanarkshire Council 2019 APR (for 2018 monitoring information) APR (North Lanarkshire Council, 2018) and 2020 APR (North Lanarkshire Council, 2018).

5.7.5. Monitoring undertaken by North Lanarkshire Council has indicated exceedances of the annual mean PM_{10} Air Quality Objective (AQO) within the Study Area and therefore has resulted in the declaration of the Chapelhall AQMA in 2005. North Lanarkshire Council currently have 1 continuous monitor and 3 diffusion tubes located within the Chapelhall AQMA. No exceedances of the annual

mean NO_2 AQO were recorded at any of these sites between 2015 and 2019. There has been a general trend of reduction in concentrations observed in the AQMA over this 5-year period.

5.7.6. Across the remainder of the Study Area, 1 exceedance of the annual mean NO_2 AQO is observed in 2019 at DT61 (under bridge, Central Way Eastbound, Cumbernauld) which has seen large reductions in concentrations over the past 5 years, this represents a slight improvement on 2018 where 2 exceedances were recorded. Concentrations in the wider study area appear to vary over this 5-year period.

5.7.7. North Lanarkshire Council currently have one continuous monitor measuring PM_{10} within the Chapelhall AQMA. No exceedances of the annual mean PM_{10} AQO were recorded at this site since 2015. There has been a general trend of reduction in concentrations observed in the AQMA over this 5-year period. CM10 was installed in 2019 and has recorded annual mean PM_{10} below the AQO.

5.7.8. North Lanarkshire Council also currently have one continuous monitor measuring $PM_{2.5}$ within the Chapelhall AQMA. No exceedances of the annual mean $PM_{2.5}$ AQO were recorded at this site in the 3 years since 2017 that data is available for. There has been a general trend of increase in concentrations observed in the AQMA over this 5-year period but they remain below the AQO.

Baseline Review – Future Baseline

5.7.9. Air quality in Scotland has improved considerably over the last few decades. However, environmental trends suggest that, without mitigation, concentrations of air pollution may increase in the future, particularly in urban or industrial areas. Climate changes, such as higher humidity, could also potentially exacerbate the risks of worsening air quality to human health.

5.7.10. The decarbonisation of transport and reducing vehicle emissions should support wider Scottish Government objectives, particularly those seeking to improve health, through improving air quality and encouraging a modal shift away from private vehicle usage towards public transport and active travel.

Key Sustainability Issues

- Poor air quality can have detrimental impacts on human health and quality of life.
- The transport sector is the most significant source of air pollution in the UK.
- Air Quality Management Areas (AQMA) are designated by local authorities in areas where Air Quality Objectives (AQOs) are not (or are unlikely to be met). There are currently six designated AQMAs within North Lanarkshire including one within the Study Area (Chapelhall AQMA).

SEA Objectives and Assessment Questions

Table 5-11 Air SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Improve air quality within the Study Area	**Will the option/proposal help to:** • Improve air quality within the Chapelhall Air Quality Management Area (AQMA)? • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Promote the use of low emission vehicles?

5.8. Climatic Factors

Baseline Review – Current Baseline

Climate Change Adaptation

5.8.1. There is consensus in the scientific community that anthropogenic climate-change poses an ongoing threat to the planet. The uninhibited consumption of fossil fuels since the industrial revolution has steadily increased the atmospheric concentration of greenhouse gases to unprecedented levels. This increasing concentration has amplified the 'greenhouse effect' where the carbon dioxide (CO_2) traps heat from the sun, resulting in higher average global temperatures. A minor increase in global temperature threatens to imbalance delicate tipping points, causing uncontrollable and irreversible changes to ecosystems, such as melting permafrost that would release significant amounts of methane and the melting of polar ice caps, causing sea-level rise.

5.8.2. Transport is estimated to account for 25% of all Scotland's total energy use, with the majority of this arising from road transport and fossil fuels (Scottish Government, 2017). According to the NTS2, published in 2020, the largest source of transport emissions is cars at 40%, followed by aviation and shipping which are both 15%. In addition, 25% of emissions were generated by a combination of LGVs & HGVs. The proportion of single occupancy car trips also shows an underlying increasing trend, with 66% in 2018 compared with a figure of 65% in 2013 and 60% in 2008 (Transport Scotland, 2020).

5.8.3. Scotland has experienced an increase in temperature of approximately 1 degree Celsius in recent decades and annual rainfall has also increased approximately 13% above the average for the early 1900s.

5.8.4. Historic climate data for the Study Area obtained from the Met Office website (UK Met Office, 2020) recorded by the closest meteorological station to the Scheme Options (Salsburgh Weather Station) for the 30-year climate period of 1981-2010 is summarised in **Error! Reference source not found.** 'Historic climate data (1981-2010)'.

Table 5-12 Historic climate data (1981-2010)

Climatic Factor	Month	Data
Temperature		

Climatic Factor	Month	Data
Average annual maximum monthly temperature	-	10.7 ºC
Average annual minimum monthly temperature	-	4.4 ºC
Warmest month on average – maximum temperature	July	17.5 ºC
Coldest month on average – minimum temperature	February	0.1 ºC
Rainfall		
Mean annual rainfall levels	-	1,092.7 mm
Wettest month on average	October	122.9 mm
Driest month on average	April	62.0 mm

Flood Risk

5.8.5. SEPA Flood Maps show areas which are likely to flood from rivers, surface water and coastal waters in Scotland (SEPA, 2019a). Flooding from the following surface waterbodies can be seen within the Study Area:

- Cameron Burn - The extent of flooding within the Cameron Burn is largely confined to the river and is designated as high risk. To the south of the Cameron Burn, there are several areas designated for surface water flooding such as the drains along B803 Greengairs Road and Drumshangie Moss. The risk ranges from Low to High.
- Shotts Burn - The extent of flooding is largely contained within the Shotts Burn, designated as a high risk. However, after the confluence with Clattering Burn, the floodplain slightly increases in area and is designated from Medium to High risk. There is an area at High risk from surface water flooding where the Shotts Burn underpasses Burniebrae Road/Bowhousebrae Road.

5.8.6. North Calder Water - The area is prone to flooding along the North Calder Water is mainly contained along the river alignment. Within this area, the risk is designated as High. Two floodplains are present

Baseline Review – Future Baseline

Climate Change Adaptation

5.8.7. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the greenhouse gas emissions targets in the Climate Change (Scotland) Act 2009, and set a 'net zero' target emissions year of 2045 by which time emissions re to be 100% lower than the baseline year of 1990. Various policies including the Climate Change Plan (for which an update is expected in December 2020) have since been implemented to facilitate and encourage the required reduction in emissions by 2045. Key proposals include vehicle technological improvement (increased uptake of electric and low carbon vehicles), alternative fuels, and demand management and behaviour change with a shift towards sustainable travel modes (walking, cycling and public transport); all of which will reduce emissions from the transport sector over the coming decades.

5.8.8. Climate change has the potential to increase the occurrence of extreme weather events in the Study Area, with increases in mean summer and winter temperatures, increases in mean precipitation in winter and decreases in mean precipitation in summer. This is likely to increase the risks associated with climate change, with an increased need for resilience and adaptation.

5.8.9. The future baseline for the Study Area is expected to differ from the present-day baseline described in the table above. Projections for Scotland highlight the following changes to the climate relative to the 1981-2010 baseline[5]:

- Mean temperatures are expected to increase in both summer and winter;
- Mean daily maximum and minimum temperatures to increase across the UK in both summer and winter;
- Winter precipitation is expected to increase, and summer precipitation decrease; and
- Increased frequency of extreme weather events.

5.8.10. UK Climate Projections published in 2018 (UKCP18) have been developed by the UK Climate Impacts Programme (UKCIP) (UKCP, 2018) to provide projections for future climate scenarios and trends. Research suggests the effects of climate change for a medium emissions scenario are likely to be as shown in Table 5-12 and

5.8.11. Table 5-13 below.

Table 5-13 Projected changes in temperature variables (°C) - probabilistic projections

Climate Variable	Time Period		
	2020-2049	2050-2079	2070-2099
Mean annual air temperature anomaly at 1.5m (°C)	+1.0	+2.2	+3.3
Mean summer air temperature anomaly at 1.5m (°C)	+1.0	+2.5	+4.0
Mean winter air temperature anomaly at 1.5m (°C)	+0.9	+2.0	+3.0
Maximum summer air temperature anomaly at 1.5m (°C)	+1.2	+2.8	+4.4
Minimum winter air temperature anomaly at 1.5m (°C)	+0.8	+1.9	+2.8

Table 5-14 Projected changes in precipitation variables (%) - probabilistic projections

Climate Variable	Time Period		
	2020-2049	2050-2079	2070-2099
Annual precipitation rate anomaly (%)	+2.6	+4.6	+4.5

[5] under the Representative Concentration Pathway (RCP) 8.5

Climate Variable	Time Period		
	2020-2049	2050-2079	2070-2099
Summer precipitation rate anomaly (%)	-5.4	-16.3	-20.2
Winter precipitation rate anomaly (%)	+3.7	+12.3	+13.8

Flood Risk

5.8.12. Climate change will exacerbate flood events, with rising sea levels increasing the risk of coastal flooding. More frequent, high-intensity rainfall will increase the risk of flash flooding from surface water or sewers for inland communities.

5.8.13. The predicted effects of climate change such as increased temperatures and changes to rainfall patterns could affect flows in rivers and impact on water resource availability (Scotland's Environment, 2014). Increased frequency and intensity of rainfall may result in greater risk of river flooding due to higher river flow volumes and flashier flow regimes. A changing climate is also expected to have ecological impacts, such as warmer sea temperatures and an increasing rise of non-native species spreading and becoming established in aquatic environments.

Key Sustainability Issues

- The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the greenhouse gas emissions targets in the Climate Change (Scotland) Act 2009, and set a 'net zero' target emissions year of 2045.
- Transport is estimated to account for 25% of Scotland's total energy use, contributing to climate change.
- Scotland's annual rainfall has increased approximately 13% above the average for the early 1900s, and increased precipitation, and intense periods of rainfall may result in flooding events (fluvial and surface water) and disrupt operation of the Scheme.
- Key long-term climate change trends for Scotland are that weather may become more variable, typical summers will be hotter and drier, winter and autumn will be milder and wetter and sea levels will continue to rise.

SEA Objectives and Assessment Questions

Table 5-15 Climatic Factors SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Support climate change mitigation in the Study Area through limiting the contribution of transport to greenhouse gas emissions.	**Will the option/proposal help to:** • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Promote the use of alternative fuel and/or electric vehicles?
Support the resilience of the Study Area to the potential effects of climate change, including flooding.	**Will the option/proposal help to:** • Ensure that inappropriate development does not takes place in areas at higher risk of flooding,

SEA Objective	Assessment Questions
	considering the likely future effects of climate change? • Improve and extend green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage water run-off, reducing surface water runoff (either within the Study Area or downstream)? • Ensure the potential risks associated with climate change are considered through new development in the Study Area? • Increase the resilience of biodiversity to the effects of climate change, including through enhancements to ecological networks?

5.9. Material Assets

Baseline Review – Current Baseline

5.9.1. Material assets is a wide-ranging theme, considering the natural and built environment, including housing and critical infrastructure. Material assets in the environmental sense includes finite mineral, aggregate and fossil fuel resources.

Built Environment

5.9.2. The mode of travel people choose influences the number of vehicles on the road and therefore the performance and reliability of the asset (i.e. road). Car usage remains the principal mode of transport in Scotland, with 63% of adults recording a journey by car at least once a week and 70% of the adult population holding a driving licence. The Scheme Options being considered are primarily located in rural areas with the road network playing an essential role in enabling mobility in the North Lanarkshire region.

5.9.3. The types and quantities of material use associated with operation of the existing road network are currently unknown. Material use is expected to include materials required for routine maintenance and also for intermittent repairs and refurbishment. These quantities are expected to be small when compared to total material demand and are included within data on regional and national material consumption and are therefore considered within this wider geographic context.

5.9.4. The Glasgow to Edinburgh via Bathgate railway line is located within the region, providing a rail link to Edinburgh and Glasgow with stations at settlements along the route including two stations in Airdrie (Drumgelloch and Airdrie).

5.9.5. There are many cycle paths and core paths throughout the Study Area particularly to the north and south of Airdrie. There are also longer distance core path and cycling routes to the east of Airdrie through Plains and Wattston. National Cycle Route 75 (NCR75) cuts across the Study Area through Plains, Airdrie and Coatbridge.

Natural Environment

5.9.6. The North Lanarkshire Local Plan (North Lanarkshire Council, 2012) identifies a long history of mineral extraction in North Lanarkshire. Hard rock quarrying is prevalent in the eastern part of North Lanarkshire while peat resources have also been extracted in a number of locations. None of the identified active mines, quarries or pear workings in North Lanarkshire are located within the Study Area. Observations from aerial photography also indicate the presence of cut peat bog to the west of Drumshangie Moss, although this is thought to be historic and is not known to be currently active.

5.9.7. Coal extraction has been extensive and includes areas of recently active and restored opencast workings, including within the Study Area.

5.9.8. The active mines, quarries and peat workings in North Lanarkshire are shown in Table 5-15 'Active Mines and Quarries in North Lanarkshire' below.

Table 5-16 Active Mines, Quarries and Peat Workings in North Lanarkshire'

Site name	Location	Status	Operator	Mineral Resource	Products
Cairneyhill Quarry (Caldercruix)	Forrestfield, Caldercruix, Airdrie, North Lanarkshire, ML6 8NX	Active	Tarmac (A CRH Company)	Igneous and Metamorphic Rock.	Crushed rock aggregate; Coated roadstone; High specification roadstone; Kerbs, setts; Armourstone
Croy Quarry	Constarry Road, Croy, Kilsyth, G65 9HY	Active	Aggregate Industries UK	Igneous and Metamorphic Rock.	Crushed rock aggregate; Roadstone; High specification roadstone;
Duntilland Quarry	Duntilland, Kirk O'Shotts, Shotts, ML7 5TN	Active	Aggregate Industries UK	Igneous and Metamorphic Rock.	Crushed rock aggregate; Coated roadstone; Concrete aggregate
Riskend Quarry	Tak-ma-Doon Road, Kilsyth, G65 9JY	Active	Riskend Aggregates Ltd	Igneous and Metamorphic Rock.	Crushed rock aggregate
				Secondary aggregates	Construction and demolition waste. Constructional fill.
Tam's Loop Quarry	Hirst Road, Harthill, ML7 5TN	Active	Tillicoultry Quarries Ltd	Igneous and Metamorphic Rock.	Crushed rock aggregate; Coated roadstone; High specification roadstone; Concrete aggregate
Tam's Loop West Quarry	Harthill, ML7 5TN	Active	Tillicoultry Quarries Ltd	Igneous and Metamorphic Rock.	Crushed rock aggregate; Coated roadstone; High specification roadstone; Concrete aggregate

Site name	Location	Status	Operator	Mineral Resource	Products
Beltmoss Quarry	Kilsyth	Active / closure	Patersons Quarries Ltd	Igneous and Metamorphic Rock.	Not specified
Hillend Quarry	Airdrie Road, Caldercruix, ML6 8NY	Unknown	Tillicoultry Quarries Ltd	Unknown	Unknown
Blairhill Quarry	Blackridge, EH48 3RT	Unknown	Unknown	Unknown	Unknown
Drumbow Moss Peat Workings	Longriggend	Active		Peat	Peat
Drumbreck Moss Peat Workings	Longriggend	Active		Peat	Peat

Source: North Lanarkshire Local Plan. (North Lanarkshire Council, 2012), Geoindex Onshore – Active mines and quarries. Available at: http://mapapps2.bgs.ac.uk/geoindex/home.html (British Geological Survey, n.d) and Sites identified in strategic planning documents for the extraction of minerals

Waste

5.9.9. The Glasgow & Clyde Valley area had ten landfill sites that either received waste in 2018 and/or reported remaining capacity at the end of 2018. The estimated remaining capacity of these sites at the end of 2018 was 650,000 tonnes of inert landfill and 15 million tonnes of non-hazardous landfill. Over 11 million tonnes (75%) of the non-hazardous landfill capacity is at Greengairs Landfill located to the north east of Airdrie. The only active hazardous landfill site in Scotland is Avondale in Falkirk which has an annual capacity of 200,000 tonnes an estimated year of landfill closure of 2023.

5.9.10. There are 79 waste management facilities in the North Lanarkshire Council area. Of these sites, there are five operational and non-operational waste management facilities (permitted/licensed), as reported by SEPA, within the Study Area. These sites are listed in Table 5-16 'Operational and Non-operational Waste Management Facilities within the Study Area (2018)' below.

Table 5-17 Operational and Non-operational Waste Management Facilities within the Study Area (2018)

Permit or Licence Number	Operator Organisation	Site Name / Address	Site Activity	Operational Status
WML/W/0020069	North Lanarkshire Council	Dalmacoulter Landfill Site, Airdrie	Landfill (not operational)	Not operational
WML/W/0020077	North Lanarkshire Council	Dalmacoulter Civic Amenity Site, Airdrie	Civic amenity	Not operational
PPC/A/1100515	FCC Recycling (UK) Limited	FCC Recycling (UK) Ltd, Greengairs, Airdrie	Anaerobic digestion / Other treatment	Not operational
WML/W/0000164	FCC Waste Services (UK) Limited	Hartlouphill Landfill Site, Airdrie	Landfill (not operational)	Not operational
5.9.11. PPC/W/0020041	FCC Waste Services (UK) LTD	Greengairs L/F, Meikle Drumgray Rd, Airdrie	Landfill / Other treatment	Operational

Source: SEPA (2019b) Waste Sites and Capacity Tool. Available at: http://www.sepa.org.uk/data-visualisation/waste-sites-and-capacity-tool/

5.9.12. There are known to be a number of sites in proximity to the Scheme Options where additional waste treatment capacity has been proposed. Within the first study area, this includes the restored Drumshangie opencast coal site, where planning permission was granted for an energy from waste facility, and the Greengairs Landfill site, where there is ongoing major landfill and proposed waste treatment capacity including the Drumgray Energy Recovery Centre (DERC)[6].

Baseline Review – Future Baseline

5.9.13. The changing climate is expected to have an effect on material assets in future years. An increase in annual rainfall for Scotland and more frequent, higher intensity rainfall events poses a risk to the transport network from slope instability and resulting landslides.

5.9.14. Future development of land has the potential to take place on greenfield land with resulting loss of agricultural land and/or potential sterilisation of mineral resources.

Key Sustainability Issues

- The road network plays an essential role in enabling mobility in the North Lanarkshire Council area.
- Other key transport assets in the region include the Glasgow to Edinburgh via Bathgate railway line (providing a rail link from Airdrie to Glasgow and Edinburgh) and National Cycle Network Route 75.
- The primary mineral resources extracted include hard rock, peat and coal.
- There are 79 waste management sites in the North Lanarkshire Council area, five of which are located within the Study Area.
- The changing climate is expected to affect material assets in future years due to the predicted increase in annual rainfall for Scotland and more frequent, higher intensity rainfall events.

SEA Objectives and Assessment Questions

Table 5-18 Material Assets SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Promote the efficient and the efficient and effective use of material resources.	**Will the option/proposal help to:** • Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of new transport infrastructure?

5.10. Cultural Heritage

Baseline Review – Current Baseline

5.10.1. Scotland has a unique and varied selection of irreplaceable historical sites that contribute to quality of life, the character of the country, cultural identity, education and economy. Scotland's historic

[6] https://www.sepa.org.uk/regulations/consultations/currentopen-consultations/drumgray-energy-recovery-centre-efw-application/

assets attracted 18 million visitors in 2016. These assets provide an educational role and a significant contribution to the tourist economy (HES, 2018).

5.10.2. The cultural heritage baseline considered for this SEA comprises archaeological remains, historic buildings and historic landscapes within the Study area. To protect valuable cultural heritage resources, there is a process of designation, which aims to identify the significance of these resources and protect it for future generations to enjoy.

5.10.3. There are 12 designated assets recorded within the 1km of the Scheme Options. This includes four scheduled monuments and eight listed buildings. All of these cultural heritage resources are illustrated on Figure 4 'Designated Sites within Study Area. Although there are no conservation areas within the Study Area, there is one located just beyond it. The Drumgelloch Conservation Area (CA382) lies just to the west of Study Area in eastern Airdrie. There are no World Heritage Sites, or entries on the Inventory of Gardens and Designed Landscapes or the Inventory of Battlefields recorded within the Study Area.

5.10.4. Undesignated sites account for 95% of the historic environment are important cultural heritage resources in their own right, but also provide contextual information to help better understand designated sites. There are 26 non-designated assets recorded within the Study Area.

5.10.5. The study area contains known archaeological remains from the Medieval and Post-Medieval periods. Much of the evidence from the Study Area is post-medieval (AD1540-1900) in date. There is also potential for undiscovered archaeological remains to be located within the Study Area.

5.10.6. The designated and undesignated historic landscape of the Study Area is also important. The historic landscape has developed as a result of land management, agriculture and settlement patterns. Inappropriate development is a key pressure on cultural heritage resources, and can lead to direct physical impacts on designated, undesignated and unknown resources. It can also cause impacts on the setting of these resources. Pressure also comes from visitors, land-use changes and climate change.

Baseline Review – Future Baseline

5.10.7. Development will continue to be a key pressure on cultural heritage resources, requiring mitigation. The development of new transport infrastructure can also affect these resources or their setting. Increasing levels of congestion will also continue to affect historic urban areas and the countryside within the study area. Measures to reduce the need to travel, manage demand and encourage modal shift have the potential to enhance the integrity of the cultural environment in the urban and rural areas through an associated reduction in traffic levels and visitor numbers.

5.10.8. It is projected that Scotland will become warmer and wetter as a result of climate change, resulting in the increased weathering of stone, rotting timbers and corrosion of metals (HES, 2014). Rising

sea levels and increased storm events may increase coastal erosion, endangering our historic landscapes, structures, buildings and archaeology in the coastal zone. This threat will grow in the future given the future predictions of the likely effects of climate change for the remainder of this century.

Key Sustainability Issues

- There are a number of designated heritage assets present within the Study Area, including eight listed buildings and four Scheduled Monuments. New transport infrastructure proposed through the East Airdrie Link Road scheme has the potential for beneficial or adverse effects on these designated heritage assets and the wider historic environment.

SEA Objectives and Assessment Questions

Table 5-19 Cultural Heritage SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Protect and enhance the significance of the historic environment, heritage assets and their settings.	**Will the option/proposal help to:** • Conserve and where possible, enhance buildings and structures of architectural or historic interest? • Conserve, and where possible, enhance conservation areas? • Conserve, and where possible, enhance Scheduled Monuments? • Conserve, and where possible, enhance local diversity and distinctiveness? • Support the integrity of the historic setting of key buildings of cultural heritage interest? • Support access to, interpretation and understanding of the historic environment?

5.11. Landscape

Baseline Review – Current Baseline

5.11.1. Rich in diversity, Scotland's landscapes are internationally renowned. Landscapes are a significant part of the country's cultural and national heritage, contributing to the economy and the wellbeing of the population. They play a key role in attracting tourism and providing opportunity for outdoor recreation.

5.11.2. The Study Area covers a range of urban and rural landscapes to the east edge of the settlements of Airdrie, Chapelhall and Calderbank, and includes the smaller settlements of Plains, Stand, Wattston and Riggend.

5.11.3. As the Study Area extends east from the main settlement edge there is transition from urban to rural and consequentially much of the Study Area has an urban fringe character with strong association to urban areas and the wider Glasgow area which is visible in views to the west and south. There is also a transition from the more settled southern section of the Study Area which

encompasses the settlements of Calderbank, Chapelhall, Gartness and a large area of southeast Airdrie, to the more sparsely settled northern section, where settlement is in the form of smaller villages, hamlets and scattered properties. There is an existing presence of transport corridors, most notably the M8 to the south of the Study Area, the A73 and A89, and other secondary and minor routes.

5.11.4. The North Lanarkshire 'Local Landscape Character Assessment, Background Report' (2018) notes that 'Review of North Lanarkshire Local Landscape Character' (URS, 2015) provides detailed classification of broad Landscape Character Types and more detailed Local Landscape Units (LLU). There are five distinct Local Landscape Units (LLUs): Incised Valley: North Calder Water; Fragmented Farmland: Area East of Airdrie; Northern Plateau Farmland; Southern Plateau Farmland; and Plateau Moorlands.

5.11.5. The landscape is formed of rolling hills with an overall gradual rise in elevation to the north and to the east, with distant views of hills and the settled Glasgow area possible to the west and north. In the south, wooded river valleys, including the North Calder Water and Shotts Burn form the settlement edges or breaks between settlements, and contribute to a locally smaller scale or more complex landscape. This gives way to a larger scale and more open landscape further north which is predominately used for farmland and includes area of restored industrial land, as well as former opencast coal mines.

Baseline Review – Future Baseline

5.11.6. The two main direct pressures caused by humans that will continue to influence the character of the landscape are land use (and the intensification of land use and management) and incremental and ongoing development.

5.11.7. The expansion of many towns and cities and their associated infrastructure, such as roads and railways, is seen as a pressure and the distinctive landscape setting of many towns and cities is being lost as a result of settlement expansion and the need for associated infrastructure, such as roads and railways.

5.11.8. Climate change and climate change adaptation measures will continue to affect the Scottish landscape. The combined effects of these are generally likely to be more pronounced in coastal and lowland areas with the exception of renewable energy developments which affect upland landscapes.

5.11.9. Ongoing and potential biosecurity threats (pest and diseases affecting trees) are also contributing to the changing landscape character and pattern and may lead to loss of plant species from the landscape.

Key Sustainability Issues

- Landscapes are a significant part of the country's cultural and natural heritage, contributing to the economy and the wellbeing of the population.
- The Scheme Options have the potential to result in both direct and indirect change to the landscape character of the Study Area.
- The main pressures that influence the character of the landscape are land use intensification, incremental development, climate change and climate change adaptation and biosecurity threats.

SEA Objectives and Assessment Questions

Table 5-20 Landscape SEA Objectives and Assessment Questions

SEA Objective	Assessment Questions
Protect and enhance the character and quality of the Study Area's landscapes and townscapes.	**Will the option/proposal help to:** • Conserve and enhance landscape and townscape features?

6. Summary of Key Sustainability Issues and the SEA Framework

6.1. Summary of Key Sustainability Issues

6.1.1. In accordance with Schedule 2 of the Environmental Assessment (Scotland) Act 2005, this SEA Scoping Report has considered whether the environmental themes (and key sustainability issues) associated with the East Airdrie Link Road Scheme are likely to warrant further consideration as part of the SEA.

6.1.2. The 'Legislative and Policy Context' (Section 4) and 'Baseline Profile' (Section 5) have informed the identification of key sustainability issues that should be a particular focus for the SEA of the East Airdrie Link Road Scheme.

6.1.3. A summary of the scoping conclusions and associated key sustainability issues within the Study Area is set out below.

Table 6-1 Summary of Key Sustainability Issues

Theme	Scoped In	Key Sustainability Issues
Biodiversity, Flora and Fauna	✓	• There are eleven protected ecological sites with potential relationships with the Study Area; including a Local Nature Reserve (LNR), Sites of Special Scientific Interest (SSSI), Special Areas of conservation (SAC), Special Protection Areas (SPA) and a Ramsar Wetland. • There are 42 non-statutory designated Sites of Importance of Nature Conservation (SINC) across the Study Area; • There are large areas of Ancient Woodland present throughout the Study Area; • These protected sites support important habitats, such as bogs and ancient and native woodland, and important protected species, including otter, badger, bats, water vole and great crested newt. • The drive towards Biodiversity Net Gain (BNG), meeting United Nations (UN) sustainability targets in relation to biodiversity and consideration of Natural Capital in policy will be key to the future protection and enhancement of Scottish biodiversity and the wider natural environment.
Population and Human Health	✓	• Air quality and noise from transport could result in significant impacts on human health on the population, particularly the more urban areas affected by the East Airdrie Link Road scheme. • There are a number of areas of high deprivation within the North Lanarkshire Council area, and these areas would be more vulnerable to changes in the environment. • New transport infrastructure should seek to improve economic vitality, reduce congestion and improve overall quality of life for residents in the local population centres (Plains, Airdrie, Calderbank and Chapellhall) and avoid severance of these communities. • Access to services is an important consideration for communities and improved connectivity can reduce health inequalities.
Water	✓	• Scotland's Water Environment is essential for all life and activity, ranging from drinking water to maintaining habitats and supporting a significant part of the economy. • Waterbodies across the Study Area experience pressures from different sources such as industry, pollution and man-made barriers, as well as unknown sources.

Theme	Scoped In	Key Sustainability Issues
		• The scheme provides an opportunity to implement sustainable drainage systems where none currently exist and would likely ensure that the road network remains fully functional at times of flood through design that accounts for climate change adaptability requirements.
Soil	✓	• Soil is a key part of our environment and soil degradation can have major implications for air and water quality as well as our climate, biodiversity and economy. • Soils in Scotland are rich in organic matter and account for over 50% of the UK's soil carbon. • Within the Study Area the soils are predominantly clayey and sandy loam. Peat and locally peaty soil types are also present at various points across the Study Area appearing in small deposits. Large deposition of peat and peaty soil can be found in the Drumshangie Moss area and north of Plains. • Scotland's soils are under pressure from the effects of climate change and changes in land-use and land management.
Air	✓	• Poor air quality can have detrimental impacts on human health and quality of life. • The transport sector is the most significant source of air pollution in the UK. • Air Quality Management Areas (AQMA) are designated by local authorities in areas where Air Quality Objectives (AQOs) are not (or are unlikely to be met). There are currently six designated AQMAs within North Lanarkshire including one within the Study Area (Chapelhall AQMA).
Climatic Factors	✓	• The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the greenhouse gas emissions targets in the Climate Change (Scotland) Act 2009, and set a 'net zero' target emissions year of 2045. • Transport is estimated to account for 25% of Scotland's total energy use, contributing to climate change. • Scotland's annual rainfall has increased approximately 13% above the average for the early 1900s, and increased precipitation, and intense periods of rainfall may result in flooding events (fluvial and surface water) and disrupt operation of the Scheme. • Key long-term climate change trends for Scotland are that weather may become more variable, typical summers will be hotter and drier, winter and autumn will be milder and wetter and sea levels will continue to rise.
Material Assets	✓	• The road network plays an essential role in enabling mobility in the North Lanarkshire Council area. • Other key transport assets in the region include the Glasgow to Edinburgh via Bathgate railway line (providing a rail link from Airdrie to Glasgow and Edinburgh) and National Cycle Network Route 75. • The primary mineral resources extracted include hard rock, peat and coal. • There are 79 waste management sites in the North Lanarkshire Council area, five of which are located within the Study Area. • The changing climate is expected to affect material assets in future years due to the predicted increase in annual rainfall for Scotland and more frequent, higher intensity rainfall events.
Cultural Heritage	✓	• There are a number of designated heritage assets present within the Study Area, including eight listed buildings and four Scheduled Monuments. New transport infrastructure proposed through the East Airdrie Link Road scheme has the potential for beneficial or adverse effects on these designated heritage assets and the wider historic environment.
Landscape	✓	• Landscapes are a significant part of the country's cultural and natural heritage, contributing to the economy and the wellbeing of the population. • The Scheme Options have the potential to result in both direct and indirect change to the landscape character of the Study Area. • The main pressures that influence the character of the landscape are land use intensification, incremental development, climate change and climate change adaptation and biosecurity threats.

6.2. The SEA Framework

6.2.1. A number of SEA objectives and assessment questions were developed based on the key sustainability issues set out in Section 5 ‘Baseline Profile’. Taken together, the SEA themes and objectives presented in Table 6-2 provide a ‘framework’ for assessment.

Table 6-2 SEA Framework

Theme	Proposed LDP High Level Objective	SEA Objective	Assessment Questions
Biodiversity, Flora and Fauna	• Safeguard and enhance the environment through the protection of biodiversity • Protect enhance and where necessary restore species and habitat • To ensure the importance of aquatic habitats and resources is recognised and protected	Protect and enhance the natural environment (including the aquatic environment), wildlife, its habitats and other natural features, including internationally and nationally designated sites.	**Will the option/proposal help to:** • Avoid, or if not minimise impacts of new transport infrastructure on biodiversity, including designated sites? • Provide net gains where possible? • Protect and enhance ecological networks?
Population and Human Health	• Protect the environment from pollution (this includes air, water and land pollution) • Protect and enhance green spaces for recreation and biodiversity • Protect, enhance and create green spaces important for recreation and biodiversity	Improve the health and wellbeing of residents within the Study Area.	**Will the option/proposal help to:** • Avoid and minimise impacts on human health and wellbeing including increased disturbance (noise and light pollution)? • Enhance the provision of, and access to, green infrastructure?
	• Reduce the need to travel and journey length	Promote sustainable transport use and reduce the need to travel.	**Will the option/proposal help to:** • Encourage modal shift to more sustainable forms of travel? • Reduce the need to travel?
	• To achieve balanced, sustainable land use • Respect landform, natural processes and systems • To promote sustainable communities • To improve quality of life • Regenerate degraded environments, both urban and rural • Respect urban form, settlement pattern and identity • To create a prosperous society where regeneration supports long term sustainable growth • To promote community regeneration	Delivery of a transport infrastructure to meet the foreseeable needs of the varied communities within the Study Area.	**Will the option/proposal help to:** • Maintain and enhance accessibility for all people within the Study area? • Maintain or enhance the quality of life of residents? • Improve accessibility to employment opportunities?
Water	• To protect and enhance the water environment • Protect and enhance the water environment including coastal and river systems • To promote sustainable resource use	Promote the efficient and effective use of natural water resources	**Will the option/proposal help to:** • Support improvements to water quality? • Support enhancements to the status and/or potential of waterbodies under WFD Directives and successor legislation? • Protect groundwater resources?
Soil	• To protect the geological resource • To protect the most valuable soils	Promote the efficient and effective use of natural soil resources	**Will the option/proposal help to:**

Theme	Proposed LDP High Level Objective	SEA Objective	Assessment Questions
	• Protect and use soils in a sustainable way		• Assist in facilitating the use of previously developed land? • Avoid the development of the best and most versatile agricultural land? • Minimise the disturbance to carbon rich soils, in particular peat?
Air	• To ensure air quality meets all legislative and regulatory requirements • Protect the environment from pollution (this includes air, water and land pollution)	Improve air quality within the Study Area	**Will the option/proposal help to:** • Improve air quality within the Chapelhall Air Quality Management Area (AQMA)? • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Promote the use of low emission vehicles?
Climatic Factors	• To promote energy efficiency • Assist in the sustainable development of renewable energies	Support climate change mitigation in the Study Area through limiting the contribution of transport to greenhouse gas emissions.	**Will the option/proposal help to:** • Promote the use of sustainable modes of transport, including walking, cycling and public transport? • Promote the use of alternative fuel and/or electric vehicles?
	N/A	Support the resilience of the Study Area to the potential effects of climate change, including flooding.	**Will the option/proposal help to:** • Ensure that inappropriate development does not takes place in areas at higher risk of flooding, considering the likely future effects of climate change? • Improve and extend green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage water run-off, reducing surface water runoff (either within the Study Area or downstream)? • Ensure the potential risks associated with climate change are considered through new development in the Study Area? • Increase the resilience of biodiversity to the effects of climate change, including through enhancements to ecological networks?
Material Assets	• To reduce waste • To promote sustainable resource use • To promote recycling and recovery	Promote the efficient and the efficient and effective use of material resources.	**Will the option/proposal help to:** • Encourage recycling of materials and minimise consumption of resources during construction, operation and maintenance of new transport infrastructure?
Cultural Heritage	• To preserve and interpret cultural heritage resources	Protect and enhance the significance of the historic	**Will the option/proposal help to:**

Theme	Proposed LDP High Level Objective	SEA Objective	Assessment Questions
		environment, heritage assets and their settings.	• Conserve and where possible, enhance buildings and structures of architectural or historic interest? • Conserve, and where possible, enhance conservation areas? • Conserve, and where possible, enhance Scheduled Monuments? • Conserve, and where possible, enhance local diversity and distinctiveness? • Support the integrity of the historic setting of key buildings of cultural heritage interest? • Support access to, interpretation and understanding of the historic environment?
Landscape	• To improve the quality of the urban and rural landscape • Protect the landform of the area as defined in planning designations and Landscape Character Assessment for Glasgow and the Clyde Valley (GCV) • Protect and where necessary restore landscape character especially those designated as have particular worth • Protect, enhance and where necessary restore landscape character, local distinctiveness and scenic value	Protect and enhance the character and quality of the Study Area's landscapes and townscapes.	**Will the option/proposal help to:** • Conserve and enhance landscape and townscape features?

7. Next Steps

7.1. Consultation on the Scoping Report

7.1.1. Public involvement through consultation is a key element of the SEA process. At this scoping stage, the SEA Regulations require consultation with statutory consultation bodies but not full consultation with the public.

7.1.2. The SEA Scoping report will be issued to the statutory Consultation Authorities. The Scottish statutory Consultation Authorities are:

- Scottish Environment Protection Agency (SEPA);
- NatureScot; and
- Historic Environment Scotland (HES).

7.1.3. Consultees are invited to comment on the content of this Scoping report, the evidence base for the SEA, the identified key issues, and the proposed SEA Framework.

7.1.4. Comments from consultees on the scope of the SEA will be considered as part of the assessment process.

7.2. Strategic Environmental Assessment (SEA) and Environmental Report

7.2.1. Once the scope and level of detail of the information to be included in the SEA Environmental Report has been agreed with the Consultation Authorities, the likely significant effects on the environment as a result of implementing the EALR scheme will be identified and evaluated, and the environmental report will be produced.

7.2.2. On the publication of the draft Environmental Report, the Consultation Authorities will be notified via the SEA Gateway that the consultation period, of 6 weeks, has begun. The consultation period is expected to begin in April 2022 following the publication of the draft Environmental Report.

7.3. Further Environmental Assessment

7.3.1. Following the conclusion of the assessments to be undertaken within the SEA and the options assessment at DMRB Stage 2 (‘Route Options Assessment’) a preferred scheme option will be chosen. Once a preferred option is chosen, at DMRB Stage 3 (‘Scheme Assessment’), the scheme design will be developed and refined and if required a project-specific statutory Environmental Impact Assessment (EIA) and a project-level HRA will be undertaken to assess the potential for significant environmental effects in greater detail.

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Appendix A Constraints Plans

[Refer to Appendix A document]

Appendix B Plans, Policies and Strategies Review

B.1 Introduction

This document provides a review of national, regional and local Plans, Policies and Strategies (PPS) of relevance to the East Airdrie Link Road (EALR) Strategic Environmental Assessment (SEA) Scoping Report. These PPS have been previously set out in Table 3-1 of the SEA Scoping Report.

B.2 National PPS

National Transport Strategy 2 (NTS2) (Transport Scotland 2020a)

Status
Published and currently in use.

Lifespan
20 years.

Document Overview
The National Transport Strategy 2 (NTS2) sets out the Scottish Government's priorities and vision for transport in Scotland for the next 20 years and will inform future transport decisions. The strategy encompasses the whole transport system and considers why people travel and the method of travel used to, from and within Scotland.

Vision / Aims / Objectives:
NTS2 provides a vision that Scotland:

'will have a sustainable, inclusive, safe and accessible transport system, helping deliver a fairer and more prosperous Scotland for communities, visitors and businesses' (p.4).

The vision is underpinned by four Priorities:

- Reducing inequalities through the provision of fair, easy and affordable access to transport services.
- Taking climate action by ensuring Scotland's transport system helps deliver the Scottish Government's net-zero carbon emission target by 2045, adapts to the effects of climate change and promotes the use of sustainable travel options.
- Delivering inclusive economic growth by ensuring Scotland's transport network and services will be effectively integrated with spatial and land use planning and economic development, adapt to the changing requirements of citizens, businesses and visitors, provide reliable journey times, and use new and innovative products, services and technologies.
- Improving health and wellbeing by prioritising the prevention and reduction of incidents, promoting active travel and creating cleaner and greener places and networks within the transport system.

Policy/Strategy/Topics
NTS2 outlines policies to achieve each of the priorities and outcomes, as detailed in Appendix Table B8-1.

Appendix Table B8-1 NTS2 Policies

Outcome	Policies
Reduces Inequalities	• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; • Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework; • Remove barriers to public transport connectivity and accessibility within Scotland; • Improve sustainable access to healthcare facilities for staff, patients and visitors; and • Ensure sustainable public and active travel access to employment, education and training locations.
Takes climate action	• Reduces emissions generated by the transport system to mitigate climate change; • Reduce emissions generated by the transport system to improve air quality; • Ensure the transport system adapts to the projected climate change impacts; • Support management of demand to encourage more sustainable transport choices; • Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods; and • Improve the quality and availability of information to enable all to make more sustainable transport choices.
Helps deliver inclusive economic growth	• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility; • Increase the use of asset management across the transport system; • Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland; • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; • Meet the changing employment and skills demands of the transport industry and upskill workers; and • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.
Improves our health and wellbeing	• Increase safety of the transport system and meet casualty reduction targets; • Implement measures that will improve perceived and actual security of Scotland's transport system; Ensure that transport assets and services adopt the Place Principle; • Reduce the negative impacts which transport has on the safety, health and wellbeing of people; • Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands; and • Embed the implications for transport in spatial planning and land use decision making.

National Transport Strategy 2 (NTS2) Delivery Plan 2020 to 2022 (Transport Scotland 2020b)

Status
Published 2020.

Lifespan
2020 – 2022.

Document Overview
The first NTS2 Delivery Plan outlines actions that the Scottish Government and Transport Scotland will undertake to deliver the vision and priorities set out in NTS2 Delivery plans will be

published annually alongside monitoring and evaluation reports as required by the Transport (Scotland) Act 2019.

Vision / Aims / Objectives
Refer to the NTS2 vision and priorities outlined above.

Policy / Strategy / Themes
The Delivery Plan outlines key actions that will be taken to achieve the vision and priorities of NTS2. Strategic policies are set out for each NTS2 priority in Appendix Table B8-2.

Appendix Table B8-2 NTS2 Delivery Plan Strategic Priorities

NTS2 Priority	Strategic Policies
Reduces Inequalities	• Ensure active, public and sustainable travel access to employment, education and training locations; • Ensure transport in Scotland is accessible for all; • Remove barriers to public transport connectivity and accessibility within Scotland; • Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; and • Improve sustainable access to healthcare facilities for staff, patients and visitors.
Takes Climate Action	• Reduce emissions generated by the transport system to mitigate climate change and improve air quality; • Support management of demand to encourage more sustainable transport choices; • Facilitate a shift to more sustainable and space-efficient modes of transport of people and goods; • Ensure the transport system adapts to the projected climate change impacts; and • Improve the quality and availability of information to enable all to make more sustainable transport choices.
Helps Deliver Inclusive Economic Growth	• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility; • Increase the use of asset management across the transport system; • Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland; • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; • Meet the changing employment and skills demands of the transport industry and upskill workers; and • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.
Improves our Health and Wellbeing	• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands; • Increase safety of the transport system and meet casualty reduction targets; • Implement measures that will improve perceived and actual security of Scotland's transport system; • Continue to ensure that transport assets and services adopt the Place Principle; and • Reduce the negative impacts which transport has on the safety, health and wellbeing of people.

Of relevance to the East Airdrie Link Road, the Delivery Plan commits to 'finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses'.

National Planning Framework 3 (NPF3) (Scottish Government 2014)

Status
Published and currently in use.

Lifespan
20 – 30 years.

Document Overview
The National Planning Framework 3 (NPF3) sets out the long-term vision for the spatial development of Scotland and is the spatial expression of the Government Economic Strategy.

NPF3 identifies 14 major transport, energy and environmental infrastructure projects that are of national significance to Scotland and which are considered to be essential to the delivery of the spatial strategy set out in NPF3.

Of relevance to the East Airdrie Link Road NPF3 acknowledges that improved internal transport links are necessary to facilitate growth and highlights under its key theme "A Connected Place" that the Scottish road network in some cases requires *"upgrading to provide sufficient capacity, reduce congestion and address safety issues"* (Page 52).

The National Planning Framework 4 (NPF4) is being prepared and will replace NPF3 and Scottish Planning Policy (SPP), aiming to provide closer alignment with wider programmes and strategies for the next 20-30 years.

Vision/Aims/Objectives
NPF3 supports the Scottish Government's central purpose to: 'create a more successful country, with priorities for all of Scotland to flourish, through increasing sustainable economic growth' (p.1, paragraph 1).

Aligning with this vision, NPF3 focuses on the following four outcomes for Scotland:

- a successful and sustainable place;
- a low carbon place;
- a natural, resilient place; and a connected place.

Scottish Planning Policy (SPP) (Scottish Government 2020a)

Status
Revised December 2020 and currently in use.

Lifespan
Not defined.

Document Overview
Scottish Planning Policy (SPP) describes the relationship between PPS, from national to local level and illustrates how these are related to the Scottish Government's vision. SPP contains subject based national planning policy which provide direction to planning authorities on the preparation of development plans and development management decisions.

Vision / Aims / Objectives

SPP and NPF3 share a vision for the planning system in Scotland: 'We live in a Scotland with a growing, low-carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world' (p.6)

In achieving this vision, SPP sets the following outcomes:

- **Outcome 1: A successful, sustainable place** – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places;
- **Outcome 2: A low carbon place** – reducing our [Scotland's] carbon emissions and adapting to climate change;
- **Outcome 3: A natural, resilient place** – helping to protect and enhance our [Scotland's] natural and cultural assets, and facilitating their sustainable use; and
- **Outcome 4: A more connected place** – supporting better transport and digital connectivity.

Policy / Strategy / Topics

SPP contains a range of subject-based planning policies which are of relevance to the East Airdrie Link Road SEA. There are two principles which underpin all of the subject-based policies and are of relevance to this review: Sustainability and Placemaking. Appendix Table B8-3 provides a summary of the principal and subject-based policies which development should accord with.

Appendix Table B8-3 Scottish Planning Policy, Policies

SPP Principle	Policy
Principal Policies	
Sustainability	This SPP introduces a presumption in favour of sustainable development.
Placemaking	• Planning should take every opportunity to create high quality places by taking a designed approach; • Planning should direct the right development to the right place; and • Planning should support development that is designed to a high-quality, which demonstrates the six qualities of successful place: Distinctive; Safe and Pleasant; Welcoming; Adaptable; Resource Efficient; Easy to Move around.
Subject Policies	
A Successful, Sustainable Place	• Promoting Town Centres; • Promoting Rural Development; • Supporting Business and Employment; • Enabling Delivery of New Homes; and ✦ Valuing the Historic Environment.
A Low Carbon Place	• Delivering Heat and Electricity; and • Planning for Zero waste.
A Natural, Resilient Place	• Valuing the Natural Environment; • Maximising the Benefits of Green Infrastructure; • Promoting Responsible Extraction of Resources; • Supporting Aquaculture; and • Managing Flood Risk and Drainage.

SPP Principle	Policy
A Connected Place	• Promoting Sustainable Transport and Active Travel; and • Supporting Digital Connectivity

Scotland's Fourth National Planning Framework Position Statement (Scottish Government 2020b)

Status
The Position Statement was published November 2020 and a consultation draft of NPF4 is expected to be published in Autumn 2021.

Lifespan
2020-2050.

Document Overview
The Position Statement sets out the issues identified by the Scottish Government to be addressed in the preparation of NPF4.

Vision / Aims / Objectives
NPF4 will set out a new spatial plan for Scotland in 2050 focussing on where future development can bring benefits for people, the economy and environment. The vision for Scotland's future places is: *Our places will look and feel different in the future. A significant shift is required to achieve net-zero emissions by 2045'* (p.2)

The Position Statement outlines four key outcomes which are expected to be focused upon in the final NPF4:

- Net-Zero Emissions;
- Resilient Communities;
- A Wellbeing Economy; and Better, Greener Places.

For each outcome, the Position Statement provides detail on spatial priorities which will be reflected in NPF4, as set out in Appendix Table B8-4.

Appendix Table B8-4 NPF4 Position Statement Spatial Priorities

Outcome	Spatial Priorities
A Plan for Net-Zero Emissions	• Prioritise the types and locations of development that will help meet our emission reduction targets; • Build on the Climate Change Plan and take forward advice provided by the UK Climate Change Committee. The recommendations of the Just Transition Commission will also inform our actions; • Scotland's future places will be planned in a way that reduces the need to travel and builds in natural solutions; • Scotland's buildings will be more energy efficient and will be designed to be sustainable; and • Actively facilitate decarbonised heating and electricity generation and distribution.
A Plan for Resilient Communities	• Focus on people and the quality of life; • Introduce an infrastructure-first approach to neighbourhood planning, including natural networks and sustainable travel, to ensure that there is fair access to the services needed to help make communities a great place to live; Apply concepts such as 20 minute neighbourhoods across cities, towns and rural areas so that the places where people live and work are more resilient and sustainable; • Develop policies which support public health priorities, promote inclusion and equality, and help places adapt to the long-term impacts of climate change; and • NPF4 will align with Scotland's vision for housing in 2040 and set out a long term view of the homes required to meet future needs. There will be a focus on the location, quality and type of homes needed for people of all ages, reflecting long term population and household trends.

Outcome	Spatial Priorities
A Plan for a Wellbeing Economy	• Create healthier, fairer and more prosperous places and ensure future development contributes to a green, sustainable, and inclusive economy recovery; • Support development in the parts of Scotland where quality jobs and investment are most needed. Policies will refocus on community wealth building and sustainability; • Identify and support development that works with assets, key sites and opportunities for strategic investment; • Support development that helps to maintain and strengthen strategic transport and digital connectivity; and • Take a flexible and enabling approach to future business and employment uses.
A Plan for Better, Greener Places	• Support development that reflects the character and identity of Scotland's distinctive places and neighbourhoods, safeguards and restores natural assets, and tackles geographic disadvantages including areas needing regeneration and promoting the reuse of vacant and derelict land and buildings; • Build on the review of the Town Centres Action Plan, the Land Use Strategy and the Place • Principle to ensure that development focuses more on place; • Future-proof natural and historic assets and coasts and work to restore the health and resilience of Scotland's ecosystems, so that natural capital can further support our economy and wellbeing; • Stronger and updated policies on design and place-making; • Enhanced policies on vacant and derelict land to encourage innovation and redevelopment and promote a brownfield-first approach to development; • Policies on city and town centres and on the re-use of historic buildings will be broadened to better reflect a wider range of potential uses in anticipation of continuing change; and • Policies on rural development will positively encourage development that helps to repopulate and sustain rural areas and stimulate rural economic growth and sustainability.

Indicative Regional Spatial Strategies – Summary of Emerging Work (Scottish Government 2020c)

Status

Factsheet setting out early thinking by planning authorities on the long-term strategic development priorities which will be progressed through the preparation of Regional Spatial Strategies (RSS), aimed at informing preparation of the draft NPF4, due September 2021.

Lifespan

Long-term potential spatial priorities for RSS by each planning authority or partnership of planning authorities.

Document Overview

The Planning (Scotland) Act 2019 requires planning authorities or adjoining authorities to prepare and adopt an RSS, which is to be a long-term spatial strategy identifying priorities for strategic development within the authority/authorities' area.

The summary of emerging work document provides an outline of the indicative RSS work that has been undertaken to date for different areas within Scotland since the introduction of the Act.

Policy / Strategy / Themes

Emerging work on the RSS for the local authorities surrounding the East Airdrie Link Road SEA study area is summarised below in Appendix Table B8-5.

Appendix Table B8-5 Regional Spatial Strategies

RSS Component/Aim	Detail
Spatial Strategy	Focuses on the 'Mission Clyde' / Clyde corridor and key spatial priorities to deliver 'compact city model'.

Strategic Outcomes	Identifies key spatial priorities and includes projects, a number of which seek to maximise opportunities arising from current Glasgow City Region City Deal infrastructure and investment programme. Strong Governance and alignment, especially with economic considerations.
Carbon / Climate Change	• Proposals respond to the global climate emergency.
People	• support wellbeing • ensure communities have access to services and facilities.
Work	• measures to support inclusive growth
Place	• maintain and enhance the unique character and identity of natural and built environment • increase rates of housing delivery • focus on reuse of vacant and derelict land • increase opportunities for sustainable connectivity in particular active travel • deliver the Green Network 'Blueprint' • deliver the sustainable drainage of the City Region through the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)

Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021 (Scottish Government 2020d)

Status
Published and currently in use.

Lifespan
2020-2021.

Document Overview
The Scottish Government's Programme for Scotland 2020-2021 was published in September 2020 and sets out policy actions the Scottish Government seek to take during this period. The programme has a clear priority of dealing with economic, health and social impacts as a result of Covid-19 and identifies this as an opportunity '*to make significant advances to deliver the fairer, greener, more prosperous Scotland*' (p.3).

Vision / Aims / Objectives
The programme continues from the previous Programme for Scotland (2019-2020) in outlining investment contributing towards achieving a net zero emission society by 2045, with importance placed on a green economic recovery from Covid-19. It is stated that the Infrastructure Investment Plan will reflect the Scottish Government's commitment to tackling climate change, as well as targeting economic growth and building sustainable places through a strategic framework of projects and programmes worth £32 billion over the next five years.

In addition, the programme also seeks to improve road safety, stating that Scotland's Road Safety Framework to 2020 will be published following consultation and will aim to achieve zero fatalities or serious injuries on Scotland's roads by 2050 and an interim target of halving fatalities and injuries by 2030.

Of relevance to the East Airdrie Link Road, the programme commits to working with areas such as the Glasgow City Region to deliver the first three action plan and acknowledges that there is 'no one model that fits every part of Scotland and it is vital that communities, public services and businesses are involved in designing and building their local economic and community wealth building solutions'.

Policy / Strategy / Topics
The Programme for Government sets out a number of policy actions which the Scottish Government aims to carry forward over the next year. Of relevance to the East Airdrie Link Road SEA, is the policy theme *Promoting Equality* and *Helping Our Young People Grasp their Potential*. Specifically, this policy action aims to deliver '*A Scotland where we live in vibrant, healthy and safe places and communities*' (p.111) and recognises that this can often be delivered through infrastructure projects.

Planning Advice Notes (PANs)

Status
Published and currently in use.

Lifespan
2020-2021 (Varies depending on chapter and discipline)

Document Overview
Planning Advice Notes (PANs) support SPP and provide good practice advice.

Vision / Aims / Objectives
Statements of Scottish Executive policy contained in SPPs and Circulars may be material considerations to be taken into account in development plan preparation and development management.

Policy / Strategy / Topics
There are various PANS that are considered relevant to the East Airdrie Link Road Scheme including:

- PAN 75 'Planning for Transport' (Scottish Government, 2005) aims to *"create greater awareness of how linkages between planning and transport can be managed"* (Page 1) and sets out guidance for policy development, proposal assessment and project delivery.
- PAN 78 'Inclusive Design' (Scottish Government, 2006) is intended to assist in achieving an environment that is designed for a wider user group and sets out the roles of those *"instrumental in delivering inclusive environments"* (Page 14).
- PAN 3/2010 'Community Engagement' (Scottish Government, 2010) provides advice on ways of effectively engaging with communities on planning matters. It links directly with the 'National Standard for Community Engagement' (SCDC, 2016) and the associated seven principles: Inclusion; Support; Planning; Working Together; Methods; Communication; and, Impact.

Climate Change Plan – Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)

Status
Published and currently in use.

Lifespan
2018-2032.

Document Overview
The Climate Change Plan (CCP) provides an update on previous targets and sets out ambitious decarbonisation plans up to 2032. The CCP sets out how Scotland will meet the emissions

reduction targets under the current legislation. It should be noted that this plan was published prior to the current statutory target for net zero greenhouse gas emissions by 2045 being brought into legislation in 2019 (refer to paragraphs 1.2.21 to 1.2.27).

The plan sets out how Scotland can deliver its target of 66% emissions reductions for the period 2018-2032. Part one sets out the context for the Scottish Government's climate change proposals and policies. The Scottish Government's statutory duties are covered in Part Two, alongside annual emissions targets to 2032. Part three provides detailed information on the emissions envelopes and emissions reduction trajectories for each sector.

Vision / Aims / Objectives

The overall vision for Scotland's Climate Change Plan 2018-2032 is that '*by 2032, Scotland will have reduced its emissions by 66% against 1990 levels'* (p.22).

As part of the vision, the Plan states three main outcomes which should be achieved by 2032. These include:

- A healthier society;
- A diversified, resilient and sustainable economy.
- An enhanced and protected natural environment; and

More specifically, the Plan sets out several more detailed objectives which are listed below:

- Scotland's electricity system, already largely decarbonised, will be increasingly important as a power source for heat and transport;
- Scotland's buildings will be insulated to an appropriate level and will increasingly be heated and cooled by low carbon technologies;
- Scotland will have phased out the need to buy petrol and diesel engine cars and vans, implemented low emission zones in Scotland's largest cities and made significant progress in reducing emissions from buses, HGVs and ferries;
- Our [Scotland's] industrial sector will be more energy efficient, more productive, and increasingly use more innovative technologies, presenting significant economic and competitive opportunities;
- Landfilling of biodegradable municipal waste will have ended, Scotland will have reduced food waste, more of Scotland's waste will be recycled and a more circular economy will present significant economic opportunities;
- Scotland's woodland cover will have increased, and more of the peatlands will be restored to good condition, benefiting people, biodiversity and ecosystems; and
- The Scottish agriculture sector will be among the lowest carbon and most efficient food production systems in the world.

Policy / Strategy / Topics

The Plan includes eight Policy Outcomes related to transport, as set out in Appendix Table B8-6 below.

Appendix Table B8-6 Climate Change Plan Policies

Policy Outcome	Description
1	Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards.
2	Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach 100% by 2032.
3	Average emissions per tonne kilometre of road freight to fall by 28% by 2032
4	Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
5	By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
6	Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
7	We [Scotland] will have electrified 35% of the Scottish rail network by 2032.
8	Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our [Scotland's] Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

Update to the Climate Change Plan 2018-2032 (Scottish Government 2020e)

Status
Published December 2020, an update to the 2018 Climate Change Plan (refer to previous section).

Lifespan
2020-2021.

Document Overview
The update to the climate change plan builds on the work undertaken by the last two Programmes for Government (2020-2021 and 2019-2020) which have committed to delivering a Green New Deal, outlining how investments can help in reducing climate change. The update focuses on a Green Recovery from the Covid-19 pandemic and as such provides actions which align with the new emissions reductions targets up to 2032 since the previous plan. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 received Royal Assent in October 2019 and set revised annual and interim emissions reduction targets to achieve the net zero by 2045 target set by the Scottish Government.

Vision / Aims / Objectives
The Scottish Government's vision for 2045 is 'one of a society that prioritises the environment and the wellbeing of its people' (p.21).

The update is split into different sectors which include policies and proposals for each. Of relevance to this East Airdrie Link Road SEA, the vision for transport is that by 2032:

- 'Our roads will contain no new petrol and diesel cars and vans.'
- 'We will have almost completely decarbonised our passenger railways.'
- 'We will have begun to work to decarbonise challenging transport modes such as HGVs, ferries and aviation.'
- 'Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people.'

- ‘Our research into biofuels and hydrogen will have stimulated private investment and innovation.’
- ‘The pendulum will have swung away from the dominance of private car use, particularly single occupancy, to a society which has embraced walking, wheeling, cycling, public transport and shared transport options.’
- ‘We will reduce reliance on cars in Scotland to reduce emissions but where people do use private cars, these will predominately be electric and be in rural settings where public transport is less accessible.’ (p.117-118).

By 2045 the vision, in line with NTS2, includes ‘having a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors’ (p.118).

Actions
The updated plan sets out the following actions related to the transport sector that will be taken, led by the Scottish Government:

- ‘Reduce car kilometres by 20% by 2030 (p.121)’;
- ‘Phase out the need for petrol and diesel cars and vans in Scotland by 2030’ (p.123);
- ‘To reduce emissions in the freight sector, work with the industry to understand the most efficient methods and remove the need for new petrol and diesel heavy vehicles by 2035’ (p.125);
- ‘Work with the newly formed Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, to ensure that the majority of new buses purchased from 2024 are zeroemission, and to bring this date forward if possible’ (p.126);
- ‘Work to decarbonise scheduled flights within Scotland by 2040’ (p.127);
- ‘30% of Scottish Government owned ferries will be low emission by 2032’ (p.127);
- ‘By 2032 low emissions solutions will be widely adopted at Scottish ports’ (p.128); and
- Scotland’s passenger rail services will be decarbonised by 2035’ (p.128).

A National Mission with Local Impact – Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 (Scottish Government 2021a)

Status
Published February 2021 and currently in use.

Lifespan
2021-22 to 2025-26.

Document Overview
The Infrastructure Investment Plan (IIP) sets out the Scottish Government’s long-term vision for infrastructure with a five-year programme covering 2021 to 2025-26.

Vision / Aims / Objectives
The vision for the plan seeks to promote infrastructure which ‘*supports Scotland’s resilience and enables inclusive, net zero and sustainable growth*’ (p.6). The vision is underpinned by three core strategic themes, which are linked to Scotland’s National Performance Framework, and will guide future investment decisions. The three themes are:

- ‘Enabling the transition to net zero emissions and environmental sustainability;
- Driving inclusive economic growth; and
- Building resilient and sustainable places’ (p.7).

Theme 2, Driving Inclusive Economic Growth, seeks to enhance Scotland’s infrastructure, improve safety and resilience of the strategic transport network, in addition to contributing to the net zero target and inclusive economic growth. The IIP aligns with the National Transport Strategy 2 (NTS2) in the need to deliver the Scottish Government’s ambitious net zero targets. In addition, it is highlighted that the future transport investment decisions through the second Strategic Transport Projects Review (STPR2) will embed NTS priorities and outcomes and the Sustainable Investment Hierarchy.

The IIP also places importance on Investing in Scotland’s Natural Capital through woodland creation and peatland restoration, in addition to proposing a change in the definition of infrastructure to incorporate natural infrastructure and align with the approach to Natural Capital.

Policy / Strategy / Themes
The IIP is a coherent, strategic plan – based on long-term trends across 3 Themes under a common vision. The theme of relevance to the East Airdrie Link Road, is Driving Inclusive Economic Growth. The sub-theme of Strengthening Connectivity is equally relevant to the East Airdrie Link Road, committing to creating a safe, sustainable, integrated and resilient strategic transport system. Although no policy actions are explicitly stated within the draft IIP, it aligns with NTS2 and notes that future transport investment decisions will be delivered through STPR2.

Scotland’s Third Land Use Strategy 2021-2026 – Getting the best from our land (Scottish Government 2021b)

Status
Published March 2021 and in use.

Lifespan
2021-2026.

Document Overview
The draft Land Use Strategy sets out the vision for sustainable land use in Scotland. The strategy outlines objectives, policies and actions which are required to deliver the strategy’s vision. Scottish Ministers are required to produce a Land Use Strategy every five years as per The Climate Change (Scotland) Act 2009. The Third strategy follows strategies published in 2011 and 2016 with the third iteration expected to be published in March 2021. The draft Land Use Strategy was under public consultation at the time of assessment. It should be noted that it does not introduce new policy proposals from the 2016 land use strategy but redesigns the language and layout and showcases how key strands of Scottish Government policies relate to land uses.

Vision / Aims / Objectives
The vision for land use in Scotland outlined by the strategy is for:

'A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation' (p.7).

The objectives set out to achieve this vision are:

- 'Land based businesses working with nature to contribute more to Scotland's prosperity;
- Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people; and
- Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use' (p.11)

Policy / Strategy / Themes
Policies and proposals in the strategy are categorised by conceptual landscapes. Conceptual landscapes of relevance to the East Airdrie Link Road are provided in Appendix Table B8-7 with details of policies for each.

Appendix Table B8-7 Land Use Strategy Conceptual Landscapes

Conceptual Landscapes	Policies and proposals – How *we* [the Scottish Government/Scotland] are delivering sustainable land use
Semi-natural land	• Protecting our [Scotland's] semi-natural land; • Living landscapes; • Responsible tourism; and • Restoring native ecology.
Peri-urban	• Evolving planning; • Local engagement; • More trees; and • Cleaner air.
Uplands	• High nature value; • The right tree, or bog, in the right place; and • Growing our [Scotland's] woodland economy.
Rivers and water bodies	• Healthy water, healthy land; and, • Flood risk management.

Scotland's Biodiversity: It's in Your Hands (Scottish Executive 2004)

Status
Published in 2004 and accompanies the 2020 Challenge for Scotland's Biodiversity to constitute the Scottish Biodiversity Strategy.

Lifespan
2004-2030

Document Overview
Scotland's Biodiversity is a 25-year strategy to conserve and enhance biodiversity in Scotland. Alongside implementation plans it seeks to address biodiversity themes such as: cross cutting issues; interpretation, communication and education; urban biodiversity; rural biodiversity; marine biodiversity and local delivery.

Vision / Aims / Objectives
The vision for the Strategy is: It's 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched' (p.11).

Aligning with this vision, the Strategy aims: 'To conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future' (p.25)

Actions to meet this aim are grouped under five strategic objectives:

- **'Species & Habitats:** To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats;
- **People:** To increase awareness, understanding and enjoyment of biodiversity, and engage many more people in conservation and enhancement;
- **Landscapes & Ecosystems:** To restore and enhance biodiversity in all our [Scotland's] urban, rural and marine environments through better planning, design and practice;
- **Integration & Co-ordination:** To develop an effective management framework that ensures
- biodiversity is taken into account in all decision making; and
- **Knowledge:** To ensure that the best new and existing knowledge on biodiversity is available to all policy makers and practitioners' (p.35)

2020 Challenge for Scotland's Biodiversity (Scottish Government 2013)

Status
Published in 2013 and accompanies the Scotland's Biodiversity: It's in Your Hands to constitute the Scottish Biodiversity Strategy.

Lifespan
Desired outcomes are provided for 2020 however the policy extends past this period and remain in use.

Document Overview
The 2020 Challenge focuses on how the Scottish Government, its public agencies, Scottish businesses and others can contribute to the Strategy's aims as well as supporting economic growth through protecting biodiversity and harnessing nature.

Vision / Aims / Objectives
Scotland's 2020 Challenge aims to:

- 'Protect and restore biodiversity on land and in our seas, and to support healthier ecosystems;
- Connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment; and
- Maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.' (p.6).

Policy / Strategy / Themes
The Strategy outlines outcomes and key steps to achieve these aims, as set out below in Appendix Table B8-8.

Appendix Table B8-8 Strategy Outcomes and Key Steps

Themes	Outcome	Key Steps
1. Healthy ecosystems	Scotland's ecosystems are restored to good ecological health so that they provide robust ecosystem services and build our natural capital.	• Encourage and support ecosystem restoration and management, especially in catchments that have experienced the greatest degradation; • Use assessments of ecosystem health at a catchment level to determine what needs to be done; • Government and public bodies, including SNH, SEPA and FCS, will work together towards a shared agenda for action to restore ecosystem health at a catchment-scale across Scotland; and • Establish plans and decisions about land use based on an understanding of ecosystems. Take full account of land use impacts on the ecosystems services that underpin social, economic and environmental health.
2. Natural Capital	Natural resources contribute to stronger sustainable economic growth in Scotland, and we [Scotland] increase our natural capital to pass on to the next generation.	• Encourage wide acceptance and use of the Natural Capital Asset Index (2012), including a comparable measure for the marine environment; • Undertake a major programme of peatland conservation, management and restoration; and • Use this index to influence decision-making and market-based approaches, so that the wider monetary and nonmonetary values for ecosystem services are recognised and accounted for.
3. Biodiversity, health and quality of life	Improved health and quality of life for the people of Scotland, through investment in the care of green space, nature and landscapes.	• Provide opportunities for everyone to experience and enjoy nature regularly, with a particular focus on disadvantaged groups; • Support local authorities and communities to improve local environments and enhance biodiversity using green space and green networks, allowing nature to flourish and so enhancing the quality of life for people who live there; • Build on good practice being developed by the National Health Service (NHS) and others to help encourage greenspace, green exercise and social prescribing initiatives that will improve health and wellbeing through connecting people with nature; • Increase access to nature within and close to schools, and support teachers in developing the role of outdoor learning across the Curriculum for Excellence; and • Encourage public organisations and businesses to review their responsibilities and action for biodiversity, and recognise that increasing their positive contribution to nature and landscapes can help meet their corporate priorities and performance.

Themes	Outcome	Key Steps
4. Wildlife, habitats and protected places	The special value and international importance of Scotland's nature and geodiversity is assured, wildlife is faring well, and we [Scotland] have a highly effective network of protected places.	• Ensure that the management of protected places for nature also provides wider public benefits; • Align habitat restoration on protected areas with national goals for improving ecosystem health, with local priorities determined at the catchment or landscape scales; • Integrate protected areas policy with action for wider habitats to combat fragmentation and restore key habitats; • Develop a wildlife management framework to address the key priorities for sustainable species management, conservation and conflict issues, including reintroductions and invasive non-native species; and • Involve many more people than at present in this work and improve our understanding of the poorly known elements of nature.
5. Land and Freshwater Management	Nature is faring well, and ecosystems are resilient as a result of sustainable land and water management.	• Promote an ecosystem approach to land management that fosters sustainable use of natural resources and puts biodiversity at the heart of land-use planning and decision making; • Ensure that measures taken forward under the Common Agricultural Policy encourage land managers to develop and retain the diversity of wildlife habitats and landscape features; • Support 'High Nature Value' farming and forestry; • Put in place the management necessary to bring • Scotland's protected areas into favourable condition and improve the ecological status of water bodies; • Ensure that biodiversity and ecosystem objectives are fully integrated into flood risk management plans, and • restore wetland habitats and woodlands to provide sustainable flood management; • Restore and extend natural habitats as a means of building reserves of carbon and to help mitigate climate change; and • Provide clear advice to land and water managers on best practice.
6. Marine and Coastal	Scotland's marine and coastal environments are clean, healthy, safe, productive and biologically diverse, meeting the long-term needs of people and nature.	• Adopt a Scottish Marine Plan and develop regional marine plans to aid balanced decision-making in the marine environment; • Establish a coherent network of Marine Protected Areas, promoting sustainable use and conservation; • Collate information on the location and sensitivity of priority marine features, and make this information available to support their protection; • Achieve good environmental status for Scottish seas; • Bring Common Fisheries Policy fish stocks to levels consistent with Maximum Sustainable Yield wherever possible, and take account of biodiversity in managing inshore fisheries; • Implement a rapid-response framework to prevent colonisation of new invasive species in Scotland's seas and islands.;

Themes	Outcome	Key Steps
		• Improve the monitoring of the marine environment to identify changes and guide progress towards the above outcomes; and • Improve understanding of how coastal ecosystems are likely to adapt to climate change and develop appropriate strategies for coastal zone management.
7. Measuring Progress	A framework of indicators that we [Scotland] can use to track progress.	• Put in place a programme of work to measure progress towards the 2020 outcomes, so that we [Scotland] can track progress and deal with problems; • Work more closely with the growing number of volunteers to develop our understanding of the changing state of nature; • Develop and support the Scottish Biodiversity • Information Forum to bolster the collection and wider use of biodiversity data in Scotland; and • Publish a terrestrial habitat map for Scotland.

Scottish Biodiversity Strategy Post-2020: A Statement of Intent (Scottish Government 2020f)

Status
Published December 2020.

Lifespan
Not defined.

Document Overview
The Biodiversity Strategy Statement of Intent provides high level detail on Scotland's ambitions to tackling biodiversity loss and impacts as a result of climate change. Detail is also provided on how these ambitions will be used to develop a post-2020 biodiversity strategy and delivery plan.

Vision / Aims / Objectives
The Statement of Intent outlines priorities for biodiversity in Scotland and the impact of climate change, which are:

- 'Endorse the Leaders' Pledge for Nature, which was launched at the United Nations general Assembly in September;
- Publish a new, high-level policy-focused strategy within a year of CoP15 which will take account of the new global biodiversity framework, goals and targets and also the emerging EU biodiversity strategy;
- The principles and associated projects in the 2020 Challenge and its route map will continue and be enhanced where appropriate, until they are replaced by a new Strategy and Delivery Plan;
- Work closely with stakeholders, and devise innovative solutions and partnerships which bring new voices to the debate, in developing the new strategy;
- Highlight the need to facilitate the creation of new, locally driven projects which aim to improve ecological connectivity across Scotland;
- Extend the area protected for nature in Scotland to at least 30% of Scotland's land area by 2030, and commission advice on whether this could go even further; and

- Develop ambitious new proposals to secure positive effects for biodiversity through development, through the National Planning Framework 4 (NPF4).' (p.4)

Cleaner Air for Scotland (CAFS) (Scottish Government 2015)

Status
Published and currently in use.

Lifespan
Published March 2015 and in use. An updated version of this document is currently at the consultation stage (Scottish Government, 2020) and includes plans to review current LAQM methodology to create a more systematic approach to action plan production and implementation.

Document Overview
CAFS (Scottish Government, 2015) is a document set out in conjunction with Transport Scotland, Scottish Environment Protection Agency (SEPA), Health Protection Scotland and health boards as well as local authorities to provide a national framework to help improve air pollution and fulfil legal responsibilities. This document also provides a large amount of detail on air pollution in general and ways to reduce the impact of air quality.

Vision / Aims / Objectives
The CAFS sets out the following actions relevant to the Proposed Scheme:

- Placemaking Action P2 – "Expect planning authorities to review the Local Development Plan and revise at the next scheduled update to ensure policies are consistent with CAFS objectives and any local authority air quality action plans."
- Transport Action T14 - Outlines plans to review "…how air quality management should be addressed" and "…how local authorities should use their transport strategies to support modal shift towards sustainable and active travel"
- Transport Action T15 – "Trunk road impacts on AQMAs will be reviewed and implement mitigation where trunk roads are the primary contributor to air pollutants."

A More Active Scotland: Scotland's Physical Activity Delivery Plan (Scottish Government, 2018)

Status
Published and currently in use.

Lifespan
Published July 2018, end date not defined.

Document Overview
This plan sets out to foster collaboration across and between stakeholders to ensure a comprehensive and integrated approach guided by a shared vision of the value of a more active Scotland.

Vision / Aims / Objectives
A More Active Scotland: Scotland's Physical Activity Delivery Plan sets out the actions the Scottish Government intends to take in order to ensure the population are encouraged and supported to be physically active. The plan has been developed to align with international best practice including the World Health Organization's (WHO) Global Action Plan on Physical

Activity and the United Nations Sustainable Development Goals. The actions are consistent with the Scottish Government's Programme for Scotland 2017-18.

Of the six outcomes established within the plan, 'Outcome 4: We improve our active infrastructure – people and places' is of greatest relevance to the SEA. This outcome relates to the role the physical environment has in in encouraging and enabling people to lead active lifestyles. Several actions are associated with each outcome, of particular note to the East Airdrie Link Road is the following Outcome 4 action: "*We will build an Active Nation, boosting investment in walking and cycling and putting active travel at the heart of our transport planning"* (Page 24).

Scotland's Forestry Strategy 2019-2029 (Scottish Government 2019)

Status
Published 2019 and currently in use.

Lifespan
2019-2029

Document Overview
The Forestry Strategy for Scotland provides a 50-year vision for Scotland's forests and woodlands and outlines priority areas over 10 years. The Strategy supports the aims of the Scottish Government's National Performance Framework and the Land Use Strategy in respect of valuing and enhancing Scotland's environment, and promoting responsible management of woodland resources.

Vision / Aims / Objectives
The vision set out by the Forestry Strategy is that:

'In 2070, Scotland will have more forests and woodlands, sustainably managed and better integrated with other land uses. These will provide a more resilient, adaptable resource, with greater natural capital value, that supports a strong economy, a thriving environment, and healthy and flourishing communities' (p.15).

In order to achieve this vision, the following objectives are set out in the Strategy to be delivered over a 10-year period from 2019:

- 'Increase the contribution of forests and woodlands to Scotland's sustainable and inclusive economic growth;
- Improve the resilience of Scotland's forests and woodlands and increase their contribution to a healthy and high-quality environment; and
- Increase the use of Scotland's forest and woodland resources to enable more people to improve their health, well-being and life chances.' (p.16)

Policy / Strategy / Themes
The Strategy identifies six priority areas for action over the next 10 years in order to achieve the Strategies vision and objectives and are applicable to woodland and forests at local, regional and national scales. These are:

- 'Ensuring forests and woodlands are sustainably managed;
- Increasing the adaptability and resilience of forests and woodlands;

- Expanding the area of forests and woodlands, recognising wider land-use objectives;
- Enhancing the environmental benefits provided by forests and woodlands;
- Improving efficiency and productivity, and developing markets; and
- Engaging more people, communities and businesses in the creation, management and use of forests and woodlands.' (p.29).

Historic Environment Policy for Scotland (HEPS) (Historic Environment Scotland 2019)

Status
Adopted

Lifespan
Not defined

Document Overview
The Historic Environment Policy for Scotland (HEPS) is a policy statement for decision-making that affects the historic environment, supported by detailed policy and guidance. HEPS sites alongside national policies for addressing land use matters and decisions as produced by the Scottish Government and should be used alongside them.

Policy / Strategy / Themes
HEPS outlines a set of policies for managing the historic environment, which are underpinned by core principles of desirable outcomes for the historic environment. These are summarised in Table B1.11 below.

Appendix Table B8-9 HEPS Policies

HEPS Policies	Description	Core principles
HEP1	Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.	Understanding and recognition • Recognising the cultural significance of sites and places supports good decision-making; • A place must be understood in order for its cultural significance to be identified; • A wide range of factors contribute to cultural significance; • Knowledge and information about the historic environment is critical to our [Scotland's] understanding of our past, present and future; • The historic environment changes over time, and so does how it is understood and appreciated; • Research, discussion and exchange of ideas can all contribute to our [Scotland's] understanding of the historic environment and • Understanding will improve when information is made widely available and everyone has the opportunity to contribute to knowledge of the historic environment.
HEP2	Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.	Managing Change • Some change is inevitable; • Change can be necessary for places to thrive;

HEP3	Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is	• Caring for the historic environment benefits for everyone, now and in the future; • Good decisions take a long-term view;

Of the six policies within the document which define how the historic environment should be managed, number three relates most to the plans for East Airdrie Link Road 'Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment'.

B.3 Regional PPS

A Catalyst for Change: Regional Transport Strategy for the west of Scotland (SPT, 2008)

Status
Published and in use

Lifespan
2008-21

Document Overview
Strathclyde's Partnership for Transport's (SPT) Regional Transport Strategy (RTS) provides a strategic framework for transport management and investment in the SPT area over a 13-year period. The RTS sets the following vision for Transport in the SPT area: "a world class sustainable transport system that acts as a catalyst for an improved quality of life for all" (Page 5). One of the Strategic Priorities as set out to support the 'Improved Connectivity' Strategy Outcome, within the current RTS Delivery Plan 2018/19 – 2020/21, is 'Promoting Sustainable Development'. One of the key actions which supports this Strategic Priority is *"4. Support the objectives of Glasgow City region City Deal, Ayrshire Growth Deal and emerging Argyll & Bute Rural Deal"* (Page 7) (SPT, 2018).

Vision / Aims / Objectives
The SPT RTS has four Strategy Outcomes with associated indicators to measure these outcomes:

- "Improved Connectivity: The west of Scotland has a transport system that underpins a strong, sustainable economy.
- Access for All: The west of Scotland has a transport system that is safe, secure and accessible to all.
- Reduced Emissions: The west of Scotland has a transport system that promotes sustainable travel for a cleaner environment and healthier lives.
- Attractive, Seamless, Reliable Travel: The west of Scotland has a transport system that provides attractive, seamless, reliable travel." (Page 7)

One of the Strategic Priorities as set out to support the 'Improved Connectivity' Strategy Outcome, within the current RTS Delivery Plan 2018/19 – 2020/21, is 'Promoting Sustainable Development'. Of relevance to the East Airdrie Link Road, one of the primary actions which supports this Strategic Priority is *"4. Support the objectives of Glasgow City region City Deal, and Ayrshire Growth Deal"* (Page 7) (SPT, 2018).

Glasgow City Region City Deal (Scottish Government, 2014)

Status
Published in 2014 and currently in use

Lifespan
2014-2034

Document Overview
In 2014, the Glasgow and Clyde Valley Local Authorities (including North Lanarkshire Council) entered into a City Deal with both the Scottish and UK Governments. Together the UK

Government and Scottish Government are investing £1.13 billion into creating growth in the region through the improvement of transportation links and the regeneration/development of key sites over the next 20 years.

Vision / Aims / Objectives

The City Deal encompasses 27 projects across three key themes. These themes are: 'Infrastructure', 'Skills & Employment' and 'Innovation and Business Growth' which are all of relevance to the East Airdrie Link Road.

From the five primary aims of the Glasgow City Region City Deal, to 'greatly improve our local transport network (in terms of roads and public transport' relates closely to the East Airdrie Link Road scheme.

The Pan Lanarkshire Orbital Transport Corridor is one of the key infrastructure projects named in the City Deal. The City Deal states that the *"Pan Lanarkshire Orbital Transport Corridor includes a new East Airdrie Link Road, improved access into Motherwell from the M74 and improved road and pedestrian links within Motherwell town centre. This £93.6m project links with similar road infrastructure investment planned within South Lanarkshire as part of City Deal".*

East Airdrie Link Road will create a new road link providing *"a more direct north-south link between the M8 and Cumbernauld"* (North Lanarkshire Council, 2020a). In order to support growth in the region *"the new road infrastructure will: improve journey times and transport reliability; improve connections between residential areas, town centres, business centres, employment and education; improve air quality, by relieving congestion along the existing A73"* (North Lanarkshire Council, 2020b).

Glasgow and the Clyde Valley Strategic Development Plan (Clydeplan, 2017)

Status

Adopted

Lifespan

Published in July 2017, with the Treasurer and the Strategic Development Plan Manager producing planning figures for 2021/22 and 2022/23 respectively.

Document Overview

Clydeplan is the operating name for the Glasgow and Clyde Valley Strategic Development Planning Authority Joint Committee and comprises the eight local authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire Councils who work together on strategic development planning matters.

The principal role of Clydeplan is to prepare and maintain an up-to-date Strategic Development Plan (SDP) for the Glasgow city region. This process involves engagement through joint working and consultation with a number of key stakeholder organisations and the wider community.

Vision / Aims / Objectives

The Glasgow and the Clyde Valley Strategic Development Planning Authority's (Clydeplan) Strategic Development Plan (SDP) sets out a vision and spatial strategy to tackle *"major economic, social and environmental challenges facing… whilst reflecting the variety of the area's towns and villages and their diverse roles and functions"* (Page 1).

Policy 3 – Glasgow and Clyde Valley City Deal notes support of *"the City Deal Programme and related projects"* (Page 17) and highlights the Pan Lanarkshire Orbital Transport Corridor as key infrastructure project which will support the following Strategic Priorities: Ravencraig; Improved strategic connectivity; Strategic Economic Investment Location (SEIL); and Motherwell Strategic Centre (Page 18).

BioCity Enterprise Area and Eurocentral Scotland are both identified within the Clydeplan SDP as a Strategic Economic Investment Locations (SEILs) as a *"priority locations to promote the Scottish Government's key economic sector and Scottish Enterprise's locational priorities"* (Page 37). Both SEILs are located directly to the south of Airdrie adjacent to the M8 (Edinburgh – Glasgow Motorway).

The Proposed Scheme would provide a key connection from the BioCity Enterprise Area and Eurocentral Scotland north towards the M80 (Glasgow – Stirling) and the north of Scotland.

Eurocentral Scotland primarily accommodates production and distribution businesses and as such it is also identified as a Strategic Freight Transport Hub in the SDP. The Eurocentral Scotland Strategic Freight Transport Hub has an agreed freight mode of both road and rail (Page 44). Policy 6 – Strategic Freight Transport Hubs notes that *"Local Authorities should safeguard and promote investment in the Strategic Freight Transport Hubs to support to agreed freight mode and, where appropriate, associated passenger facilities"* (Page 45).

Policy 17 – Promoting Sustainable Transport states support for "the planned and programme investment in the city regions transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local transport Strategies and related programmes" (Page 84).

A non-radial corridor from Cumbernauld to Motherwell (connecting Cumbernauld, Gartcosh, Airdrie, Coatbridge, and Ravenscraig) is highlighted, in the SDP, as a core transport corridor which provides an opportunity to promote modal shift through the following measures: *"improved heavy rail services; quality bus corridor; park and ride; improved interchanges"* (Page 85).

Policy 18 – Strategic Walking and Cycling Network states that development proposals are "to maintain and enhance the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network Development" (Page 87).

The Planning (Scotland) Act 2019 (Scottish Parliament, 2019) will remove the requirement for Strategic Development Plans in the four largest city regions and instead will introduce a requirement for all authorities to prepare Regional Spatial Strategies. It is anticipated that statutory guidance will be produced for regional spatial strategies by December 2021. Until such

time as Regional Spatial Strategies are established the general principles established through Strategic Development Plans will remain relevant to the East Airdrie Link Road.

B.4 Local PPS (North Lanarkshire)

North Lanarkshire Local Transport Strategy 2010 (North Lanarkshire Council, 2010)

Status
Adopted.

Lifespan
Published in 2010 and currently in use.

Document Overview
North Lanarkshire Council's Local Transport Strategy (LTS) provides a framework of aims and objectives for investment, identifying improvements to the transport network in North Lanarkshire. The LTS sets out a vision to *"create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities"* (Paragraph 7.3, Page 65).

Vision / Aims / Objectives
Of relevance to the East Airdrie Link Road, the LTS notes that the existing A73 "is one of the few strategic routes linking the north and south of the area and as a result, experiences significant volumes of traffic, particularly at peak times" (Paragraph 4.4, Page 33). Due to increasing traffic levels and congestion across North Lanarkshire emissions from the transport network have caused "concentrations of Nitrogen Dioxide or Particulate Matter to rise above national objective levels" (Paragraph 4.7, Page 34). One of the designated AQMAs (Chapelhall AQMA) is located predominantly along the A73 to the south of Airdrie and is heavily influenced by the congestion on the A73 itself.

The vision of the LTS is supported by the following four objectives:

- Objective 1: "The stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business.
- Objective 2: To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and those with limited access to the transport network.
- Objective 3: To promote safety in the community and enhance actual and perceived safety when travelling on the transport network.
- Objective 4: To protect North Lanarkshire's natural and built environment and to improve the health of its population" (Table 7.1, Page 66).

North Lanarkshire Local Plan (North Lanarkshire Council, 2012)

Status
Adopted in the process of being replaced by North Lanarkshire Council's Proposed Local Development Plan.

Lifespan
The Local Plan was adopted in September 2012 and was formally published in October 2012.

Document Overview
The North Lanarkshire Local Plan sets out the policies and proposals to guide development in the North Lanarkshire area. The Local Plan is a 5 - 10-year strategy for physical development. The policies and development proposals are intended to ensure that:

- There are enough different land uses for North Lanarkshire to be a successful place
- Facilities are in the right places for everyone to access them
- Development does not harm the environment

Vision / Aims / Objectives
Of relevance to the East Airdrie Link Road 'Improvements to the A73' is identified as a Transport Development within Schedule EDI2 B of the Local Plan, along with *an "aim to reduce congestion and improve access to public transport on the A73"* (Appendix 3, Page 104). Policy EDI2 – Promoting Economic Development and Infrastructure (B. Transport Development) states that *"the council supports the transport infrastructure improvements listed in Schedule EDI2 B"* (Page 38).

North Lanarkshire Local Development Plan Modified Proposed Plan (North Lanarkshire Council, 2021)

Status
Adopted and currently in use.

Lifespan
Published by the Scottish Government Planning and Environmental Appeals Division (DPEA) in May 2021 with no defined end date.

Document Overview
The North Lanarkshire Council's Proposed Local Development Plan (LDP) will replace the current North Lanarkshire Local Plan. The Proposed LDP was approved by the Council's Planning Committee in February 2020 and published in May the following year by the DPEA. sets out planning policy that will help guide decisions on planning applications that will shape the future of North Lanarkshire. The Plan sets out to deliver sustainable safe communities, to stimulate our economy and to protect our built, historic and natural environment by promoting appropriate development and future growth.

Vision / Aims / Objectives
The Proposed LDP notes that 'Infrastructure Development' is one of the themes required to promote sustainable economic development and regeneration. Policy PROM LOC1 – Regeneration Priorities states that *"North Lanarkshire Council will promote regeneration and sustainable growth through delivering the right amount of development in the right places. Developed to the right quality, and for the benefit of the communities they effect"* (Page 27).

Through the Glasgow & Clyde Valley City Region City Deal, North Lanarkshire Council have "successfully secured funding to deliver three infrastructure projects – M8/A8 Access Improvements, Gartcosh/Glenboig Community Area and the Pan-Lanarkshire Orbital Transport Corridor" (Page 26).

Similarly, PROM ID1 – Transport Improvements states that “North Lanarkshire Council will support sustainable, multi-modal transport improvements identified and delivered through the… Glasgow City Region City Deal Infrastructure Fund” (Page 32).

Given the relative maturity of the Proposed Plan, when considered against the historic policy provision provided in the existing Local Development Plan, it is considered that it would hold significant weight in the decision-making process of any development coming forward within the area.

Of relevance to the East Airdrie Link Road, is the Promote Map presenting the locations for development and improvements to infrastructure as well as the settlement boundaries, Green Belt and Countryside and in particular the Local Development Plan Modified Proposed Plan Map Book Airdrie LAP.

North Lanarkshire Biodiversity Action Plan (NLBAP) 2021 – 2025 (North Lanarkshire Council, 2015)

Status
2015-2020 version extended due to Covid-19. Work has been undertaken to update these plans throughout this year and a new NLBA will be published in late 2021. This will cover the period from 2021-2025.

Lifespan
2021-2025, in the process of being updated.

Document Overview
The North Lanarkshire Biodiversity Action Plan (NLBAP) sets out a partnership approach to guide the conservation and enhancement of biodiversity in North Lanarkshire to 2020. It details the actions needed to safeguard vulnerable species in North Lanarkshire, and to protect and enhance key habitats at an ecosystem scale.

Vision / Aims / Objectives
The NLBAP outlines a series of Action Plans relevant to the Scheme Options for the East Airdie Link Road. General Action Plan topics include Green infrastructure and green networks, Landscape scale conservation, Habitat fragmentation and Invasive non-native species. Habitats discussed in detail include Lowland raised bog, Rivers and burns, and Woodland. Species include bean goose *Anser fabalis*, small pearl-bordered fritillary *Boloria selene*, water vole *Arvicola amphibius* and great crested newt *Triturus cristatus*.

Of particular relevance to the East Airdrie Link Road, the NLBAP highlights that ‘the windswept peat moorlands east of Airdrie and the lowland raised bogs are considered to be of European importance’ and that any subsequent developments should be designed to enhance this natural environment.

North Lanarkshire Climate Emergency (North Lanarkshire Council, 2019)

Status
Published in 2019 and currently in use.

Lifespan
2019-2030

Document Overview

In July 2019, North Lanarkshire Council declared a Climate Emergency. In addition, they have launched a draft Climate Plan ACT2030. It identifies a sustainable North Lanarkshire as a strategic priority with a focus on improving energy efficiency; reducing carbon dioxide emissions; improving the quality and energy efficiency of homes; contributing to meeting the climate change target.

Vision / Aims / Objectives

The Council aiming to bring forward plans to reduce council carbon emissions for North Lanarkshire to net zero by 2030 if feasible.

The Council has recently completed an Active Travel Strategy for North Lanarkshire which sets out our approach to active travel policy in our area for the next 10 years. A key aspiration of the Active Travel Strategy is to help provide safe, attractive and high-quality active travel infrastructure which helps encourage people across North Lanarkshire to make daily journeys by walking, wheeling or cycling. The key to achieving this strategy is creating and improving links not only within our towns but between our towns and beyond to the wider region. Providing these strategic connections will help ensure that our whole region is fully connected and help encourage people to travel by more active and sustainable means

Of relevance to the East Airdrie Link Road, North Lanarkshire's draft climate plan states that it 'complements extensive work undertaken by the Council between 2018 and 2020 which focused on identifying specific transport interventions in Airdrie'

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