

SEA SCREENING REPORT (COVER NOTE)

PART 1

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

or

SEA Gateway
Scottish Executive
Area 1 H (Bridge)
Victoria Quay
Edinburgh EH6 6QQ

PART 2

An SEA Pre Screening Report is attached for the strategy entitled:

Supplementary Guidance: Strategic Transport Fund

The Responsible Authority is:

Aberdeenshire Council

PART 3

Contact Name

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Job Title

Strategic Development Plan Manager

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PART 4

(Signature electronic

David Jennings

signature is acceptable)

Date

11 December 2014

SEA SCREENING REPORT - KEY FACTS

Responsible Authority	Aberdeenshire Council
Title of PPS	Supplementary Guidance: Strategic Transport Fund.
Purpose of PPS	The PPS will be adopted as statutory supplementary guidance to the strategic development plan in 2015. The guidance will set out the mechanism by which developer contributions for strategic transport improvements will be calculated and sought. It will replace current non-statutory guidance of a similar name (SEA Gateway Case ID: PRE\00397).
What prompted the PPS (e.g. a legislative, regulatory or administrative provision)	Administrative decision by the SDPA, Nestrans, Aberdeen City Council and Aberdeenshire Council to develop a mechanism for applying the costs of the cumulative impacts on the strategic transport network to new development allocated through the strategic development plan and subsequent local development plans. Mentioned in Aberdeen City and Shire SDPA.
Subject	Transport and Land Use Planning
Period covered by PPS	2015 onwards
Frequency of Updates	The guidance will be reviewed as and when necessary. As a minimum the guidance will be reviewed every five years in line with the local development plan cycle and in line with re-running of the Cumulative Transport Appraisal (CTA) study that formed the evidence on which the guidance is based.
Area covered	Aberdeen City Council and parts of Aberdeenshire Council areas (see Annex 1)
Summary of nature/Content of PPS	The content of the PPS covers a purpose statement, why it is being produced, who will be expected to contribute to it, how much contributions will be made, how and when contributions will be payable and how contributions will be used. Appendices to the PPS contain background papers.
Are there any proposed PPS Objectives?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Copy of PPS attached?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (PPS will be very similar to the current non-statutory guidance – link in Annex)
Date	11 December 2014

TITLE OF PPS

Supplementary Guidance: Strategic Transport Fund

RESPONSIBLE AUTHORITY

Aberdeenshire Council

Criteria for determining no or minimal effects on the environment	Likely to have significant environmental effects?	Summary of significant environmental effects (negative and positive)
1(a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	No	The guidance will not set a framework for other projects or activities. It sets out a mechanism by which developer contributions will be calculated and collected into a single fund to pay for strategic transport infrastructure improvements to 2023. It therefore has the potential to facilitate the delivery of individual projects.
1(b) the degree to which the PPS influences other PPS including those in a hierarchy	No	The document will be non-statutory supplementary guidance to the structure plan and, in time, statutory supplementary guidance to the strategic development plan. It is not anticipated that it will influence any other PPS.
1(c) the relevance of the PPS for the integration of environmental considerations in particular with a view to promoting sustainable development.	No	The SG will focus on the mechanism for calculating developer contributions for strategic transport infrastructure and will, in itself, have limited impact on promoting sustainable development. To that extent it will promote economic sustainability for future road improvement.
1(d) environmental problems relevant to the PPS	No	There are no environmental problems specifically relating to the SG. However, available fund generated by the SG will help address/mitigate envisaged environmental problems from the implementation of future projects and developments arising from other PPS.
1(e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)	No	The SG does not intend to implement any EU legislation.

Criteria for determining no or minimal effects on the environment	Likely to have significant environmental effects?	Summary of significant environmental effects (negative and positive)
2 (a) the probability, duration, frequency and reversibility of the effects	No	The strategic transport fund is not likely to lead to any negative environmental effects associated with any probability, duration, frequency, or reversibility in environmental terms.
2 (b) the cumulative nature of the effects	No	The SG itself does not have a cumulative impact in environmental terms.
2 (c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)	No	The SG is not likely to have any effects beyond the borders of Scotland or UK.
2 (d) the risks to human health or the environment (for example, due to accidents)	No	The process of determining developer contributions, their incidence and use is not likely to create any risk to human health and the environment.
2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	The SG will apply to all housing, business, industrial, retail and commercial leisure developments (subject to criteria) within the Strategic Growth Areas that are also within the Aberdeen Housing Market Area. But the process of determining the contributions will not environmentally have any impacts spatially over Aberdeen City or Aberdeenshire areas. Other PPS it seeks to support will have such effects.
2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	No	This PPS is not about land development. It is about raising finances. It is therefore not likely to affect any sensitive or designated site, feature or land use.
2 (g) the effects on areas or landscapes which have a recognised national, Community or international protection status	No	This PPS is not about land development. It is about raising finances. The SPG itself will have no discernible impact on landscapes or areas of protection.

A summary of our considerations of the significant environmental effects of the 'Supplementary Guidance: Strategic Transport Fund' is given below.

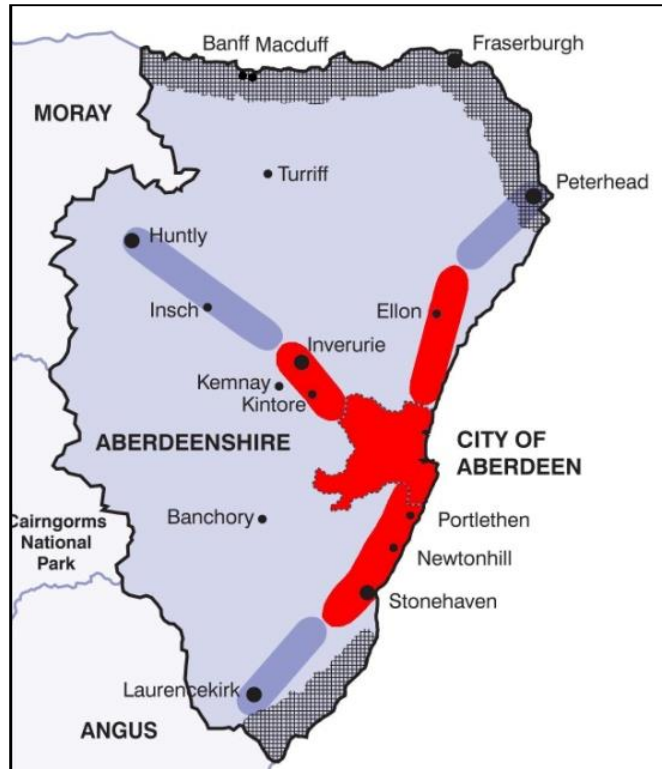
SUMMARY OF ENVIRONMENTAL EFFECTS

The 'Supplementary Guidance: Strategic Transport Fund' document being prepared for the Aberdeen City and Shire Strategic Development Planning Authority will have no significant environmental effects. The purpose of the document is to apportion costs for transport infrastructure between development sites. The transport projects were identified and assessed through the Aberdeen City and Shire Strategic Development Plan and its SEA and HRA processes.

It is anticipated that the supplementary guidance will be very similar to the currently adopted 'Supplementary Planning Guidance: Delivering Identified Projects through a Strategic Transport Fund' (March 2012) which was screened out at the pre-screening stage in 2011.

Annex 1

Area covered by the supplementary planning guidance (highlighted in red)



Annex 2

Current supplementary planning guidance (being reviewed)

<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=963&SID=38>