

Report

Report to:	Planning Committee
Date of Meeting:	16 August 2022
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Preparation of Electric Vehicle Charge Points Supplementary Planning Guidance
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1 Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise members of the outcome of public consultation on the Supporting Planning Guidance for Electric Vehicle Charge Points.
- ◆ seek approval for the revised Supporting Planning Guidance for Electric Vehicle Charge Points, as set out in the appendix to the report, and thereafter it be adopted as the Council's agreed planning position.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the Supporting Planning Guidance for Electric Vehicle Charge Points, as set out in the appendix to the report, be approved; and
- (2) that the Head of Planning and Regulatory Services be authorised to make drafting and technical changes to the draft document prior to its publication.

3 Background

- 3.1 Circular 6/2013 – Development Planning states that planning authorities may issue non-statutory Supporting Planning Guidance (SPG) to set out the Council's position on a range of subject matters. Adoption of this guidance by the Council gives it a formal status, meaning that it will be a material consideration in decision making on planning applications. On 16 November 2021, the Planning Committee approved the draft SPG that had been prepared to provide information and assistance to developers regarding the provision of Electric Vehicle Charge Point infrastructure in new developments and, thereafter, carry out consultation on the document.
- 3.2 The SPG on Electric Vehicle Charge Points (EVCPs) is intended to assist developers with requirements in terms of the type and number of EVCP units to be provided and the information that will be required to be submitted with planning applications. The SPG contains advice on both residential and non-residential standards, including disabled space provision and accessible parking bays.
- 3.3 The SPG will support the aims of Policy SDCC4 Sustainable Transport in the adopted South Lanarkshire Local Development Plan 2. This policy advises that to address climate change and support the use of electric vehicles, the Council will seek the

inclusion of electric vehicle charging points (EVCP) within new developments. This aim reflects the vision of the Scottish Government's National Transport Strategy 2 to reduce transport emissions by 75% by 2030 and to net-zero by 2045. The transition to Electric Vehicles (EVs) will contribute significantly to these goals and the aim is to enable access to convenient and reliable EV charging infrastructure at home, at work and when out and about. At the end of March 2022, 5.2% of all vehicles in the UK were electric compared to 2.5% in the same period in 2021. In addition, 10.8% of all new cars registered in April 2022 were electric, an increase of 4.1% since April 2021.

4 Current Position

4.1 Consultation was carried out on the SPG between 27 January and 11 March 2022. This included placing an advertisement in the local press and publicising the consultation on the Council's website. Consultation with statutory consultees was also undertaken. As a result of the publicity, 7 letters of representation were received. The points raised are summarised as follows:

a) Care should be taken to avoid underground infrastructure when installing charging pillars.

Response: It is the developer's responsibility to ensure works do not damage underground infrastructure.

b) Network grid capacity will have limitations on the ability to install EVCP charge units to serve each residential unit. Where the required capacity is not available - network re-enforcement through the provision of additional Sub-Stations and upgraded cabling is required. Consideration should be given to provide only the underground infrastructure at this time.

Response: Network grid capacity issues is best resolved at the development stage, where upgrades can be accommodated within the application site as necessary. Any lack of infrastructure prior to the completion of the development may prevent home occupiers from having an electric vehicle. Notwithstanding the above, the SPG has been amended to advise that where evidence is provided from Scottish Power that the existing network/grid capacity serving the development is insufficient at the time of the application, consideration will be given to installing the infrastructure only at that stage or in a phased approach. In such cases the applicant must demonstrate that the provision of the charging unit has been future proofed.

c) There will be financial implications to the developer including: installation of the EVCP charge units, secure connection to the network grid, maintenance costs, and additional costs to form larger parking areas.

Response: It is acknowledged that the developer will be responsible for organising connection to the network grid and will be financially responsible for ensuring that the requirements of EVCPs within new residential developments are met. The SPG has been amended to provide flexibility to provide the infrastructure only, or a phased approach, where the network grid has no capacity to serve the new development. However, this does not include financial implications or the cost to connect to the grid. As part of the planning application process, there are often developer requirements to reflect contributions to essential services. It is considered that provision of EVCPs is similar, and developers will require to plan at an early stage to understand the financial implications.

- d) **There will be a range of operational issues including: control of access to EVCP charge units and the parking spaces served by them, unauthorised use, power source and metering/charges, maintenance and factor agreements.**

Response: The operational use and enforcement of spaces will be the responsibility of the land owner.

The SPG sets out the approach to maintenance and the charging network, which will differ depending on the installation of EVCPs on public owned land or private/communal land. The developer can find further advice on topics such as installation, equipment and wiring standards within Transport Scotland's document Common Requirements and Good Practice for the Charge Place Scotland Network.

- e) **Developments involving Amenity units are let to older people who are statistically less likely to have access to a car – so the provision requirement for 1 EVCP per dwelling unit would be excessive.**

Response: The SPG requires 1 EVCP per 1 dwelling unit, however where the car parking requirement has been reduced (for example to serve amenity housing), then only the maximum number of car parking spaces requested will be required to be served by an EVCP. This could, therefore, result in less than 1 EVCP per dwelling unit.

- f) **EVCP units must be built outwith car parking spaces which reduces the land available for construction and may reduce the number of properties that can be built on a site.**

Response: The provision of EVCP is one of several matters that developers will have to consider when designing new development. However, accessibility to EVCPs will be critical as the economy transitions to net zero.

- g) **100% provision seems excessive when considered alongside NPF4 which introduces the concept of the '20 minute neighbourhood' with the aim of reducing car ownership and increasing use of public transport/cycling/walking etc.**

Response: Where new car parking spaces are requested, then the installation of EVCPs will support the transition to electrical vehicles in line with the Scottish Governments target to phase out the need for new petrol and diesel cars and vans by 2030.

- h) **EVCP infrastructure is still evolving and may be out of date by 2030.**

Response: It is considered that provision of EVCP has to be addressed now to ensure the transition to net zero is managed. The SPG contains advice regarding single phase supported EVCPs for residential units that can supply a maximum of 7kW fast charge. As technology evolves in the longer term, it will be the responsibility of the home owner to upgrade any technology as considered necessary.

- i) **There is an ongoing consultation which includes proposals for the provision of EVCP infrastructure or facilities and that Building Regulations will be subject to further development and implementation in 2022 following the conclusion of the Consultation. It would be important to ensure any requirements within the SPG is aligned with this work.**

Response: The recommendations of the review of Building Regulations in respect of EVCP requirements has been delayed. In the meantime, the SPG will provide detailed guidance and will be updated in the future as necessary.

- j) **The problem of site capacity will be exacerbated in future as expectations on charging outputs increase, and as other renewable technologies which require an electrical supply (such as air-source heat pumps) come on-line.**

Response: It is important that grid capacity issues are addressed by developers early in the development stage, to ensure that the provision of EVCPs can be accommodated along with other requirements that require an electrical supply.

- k) **No clear guidance is provided on dimensions for a standard EVCP parking bay. Parking spaces of an excessive size should be avoided and there should be a balance struck between good urban design and the need to deliver the physical infrastructure necessary for EV charging.**

Response: The car parking space requirements for a development are advised by the Council's Roads and Transportation Service in consultation with the National Roads Development Guide (SCOTS). The aim of this SPG is to set out when spaces require an EVCP. However, it is unlikely spaces with an EVCP will take up significant additional land. It is important to continue to provide car parking spaces that function within current modern standards. Early design development should address concerns of hard surfaced and parking areas.

- l) **100% EVC provision is requested by SLC in new residential developments. This differs from many other local authorities in Scotland where varying ratios are evident. A consistent approach should be agreed and requested throughout Scotland.**

Response: The draft National Planning Framework 4 (NPF4) did not set out detailed requirements for EVCP provision, however, it states that development proposal should demonstrate the provision of electric, hydrogen, and other low or zero-emission vehicle and cycle charging points that are provided in safe and convenient locations. Given the need to keep up with demand for electric vehicles and for infrastructure to be in place to encourage transition from petrol and diesel vehicles, it is considered that 1 EVCP per residential unit is a balanced approach.

- m) **Charging points within the social rented sector may not be used extensively in the short to medium term therefore 100% provision could be deemed excessive within such locations.**

Response: The SPG has taken the approach that all home occupiers should have equal access to EVCPs regardless of tenure. This approach is considered fair and reasonable and will remove barriers to having the option of an electric car.

- n) **For home owners with allocated parking within parking courts, upkeep of EV charging infrastructure may be expensive and therefore potentially an unreasonable burden on home owners, not all of whom will own electric cars in the short to medium term.**

Response: The SPG sets out the approach to maintenance and the charging network, which will differ depending on the installation of EVCPs on public owned land or private/communal land. This will include allocated parking spaces where these are not located in curtilage.

The developer can find further advice on topics such as installation, equipment and wiring standards within Transport Scotland's document Common Requirements and Good Practice for the Charge Place Scotland Network.

- o) **The SPG should be clear as to the charging unit that is to be installed. This should be a Type 2 (Mennekes) charger with a minimum output of 7kw/h. This is the European standard charger which is compatible with every electric vehicle now sold in the UK. A domestic 3-pin point should only be used for emergency or occasional charging.**

Response: The SPG has been updated to provide clarification that a fast charge unit is defined as a charge point capable of delivering a minimum power output of 7Kw. Most UK residential properties use a single-phase power supply, which means most home charge points will be capable of charge at 7kw. For commercial premises, communal parking or on street parking, a faster charge involving a 3-phase meter may be required to provide an output of 11kW – 22kW, where a faster charge speed may be preferable.

- p) **Need to consider the height of the EVCP units to make sure they are inclusive.**

Response: At present there is no guidance provided on the height requirements for EVCPs. However, A Network fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network was published on 26 January 2022 and is undergoing a period of consultation and review. This document includes an aim to achieve a public electric vehicle network that is suitable for everyone regardless of age, health, income or other needs. Should this document be progressed and provide detailed advice on EVCPs to ensure inclusivity and access, then the SPG can be updated to reflect this.

5. Assessment and Conclusions

- 5.1 A number of minor updates have been made to the proposed document to reflect responses received as a result of the public consultation, consultation with internal consultees, and national advice since the draft document was published. However, the importance of new development incorporating EVCP to address future net zero ambitions remains paramount. The minor changes carried out to the document has enabled the document to be improved in terms of its readability, clarity and is supported by new indicative diagrams.
- 5.2 The reference to accessible spaces has been removed from non-residential developments, and this has been replaced with the need for all new disabled bays for non-residential development to be served with EVCP infrastructure and charge units. This will improve equal access for disabled users, whilst providing developers with clear advice. A table to advise on non-residential development EVCP requirements has been included within the SPG. This provides an easy to read format for how many EVCPs a new development will require.
- 5.3 The principle of the requirement for EVCPs has remained unchanged since the approval of the draft version in November 2021 in order to support the provision of EVCPs to meet current and future demand. It is therefore recommended that the Supporting Planning Guidance, attached as an appendix to the report, be approved and, thereafter, be published on the Council's website. The SPG will be a material consideration for any planning applications for the site.

6. Employee Implications

- 6.1 The preparation of the Supporting Planning Guidance and subsequent publicity and potential changes will be carried out using existing staff resources within Planning and Economic Development Services.

7. Financial Implications

7.1 None.

8. Climate Change, Sustainability and Environmental Implications

8.1 Local Development Plans are subject to the requirements of the Environmental Assessment (Scotland) Act 2005. They, therefore, have to be subject to Strategic Environmental Assessment (SEA). Where appropriate, other forms of assessment should be undertaken to meet legislative requirement and/or Council/Community Planning policy, namely; Habitats Regulations Appraisal, Equality Impact Assessment and Health Impact Assessment. The adopted South Lanarkshire Local Development Plan 2 was the subject of both SEA and a Habitats Regulations Appraisal. An Equality Impact Assessment and Health Impact Assessment were also carried out during the preparation of the Plan. No further assessment is required.

9. Other Implications

9.1 The failure to have planning guidance detailing the requirements for EVCPs would undermine the Council's vision of promoting sustainable transport in line with the Scottish Governments targets.

10. Equality Impact Assessment and Consultation Arrangements

10.1 An Equalities Impact Assessment (combining Child Rights and Wellbeing Impact Assessment) was not specifically required for the documents (see 8.1 above). Consultation was carried out on the draft documents as described in the report.

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Executive Director (Community and Enterprise Resources)

26 July 2022

Link(s) to Council Values/Priorities/Outcomes

- ◆ Demonstrating governance and accountability
- ◆ The efficient and effective use of resources and managing and improving performance

Previous References

- ◆ Report to Planning Committee 16 November 2021

List of Background Papers

- ◆ Circular 6/2013 – Development Planning
- ◆ South Lanarkshire Local Development Plan 2 adopted April 2021
- ◆ A Network fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network
- ◆ National Planning Framework 4 (Draft)
- ◆ Report to Planning Committee 16 November 2021 - South Lanarkshire Local Development Plan 2 Supporting Planning Guidance: Carrying out Development at a Dwellinghouse and Electric Vehicle Charge Points

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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APPENDIX

1.0 Introduction

The transport sector is the largest emitter of greenhouse gases in Scotland, accounting for 29% of all emissions in 2019 with road transport making up the majority of those emissions at 66%. The Scottish Government's Climate Change Plan update published in December 2020, set out the pathway to meet Scotland's statutory greenhouse gas emission reduction targets by 2032. This includes an aim to phase out the need for new petrol and diesel cars and vans by 2030. The transition to Electric Vehicles (EVs) will contribute significantly to these goals. At the end of March 2022 5.2% of all vehicles on UK roads (approx. 477,000) were electric compared to 2.5% the previous year. In addition, 10.8% of all new car registration in April 2022 were electric vehicles. As demand for EVs is growing rapidly, the aim is to enable people to have access to convenient and reliable EV charging infrastructure at home, at work and when out and about.

It is acknowledged that not every home will be capable of access to Electric Vehicle Charge Points (EVCPs), either within their curtilage or on the public network. To mitigate for this new non-residential premises should offer EVCPs to improve an accessible and wider provision available to members of the public.

National Planning Policy

A draft NPF4 was published for consultation in late 2021 which sets 'a new spatial plan for Scotland that will look ahead to 2050 to set out where future development can bring benefits for people, the economy and environment'. The impact of climate change is a key theme throughout the document. In order to achieve the Scottish Government target of net-zero emissions by 2045 there will be a need for the planning system to be 'rebalanced' so that climate change will be an overarching priority for the spatial strategy and a guiding principle for all plans and decisions. Ultra-low emission vehicles (ULEV), including electric vehicles and the associated electric vehicle infrastructure will have a role to play.

South Lanarkshire Council

South Lanarkshire Council seeks to become a leading local authority in the provision of Electrical Vehicle (EV) charging infrastructure and accelerate the area's transition to sustainable net zero travel, stimulating the region's economy and meeting the needs of the diverse local communities.

2.0 South Lanarkshire Local Development Plan 2

The adopted South Lanarkshire Local Development Plan 2 (SLLDP 2) contains Policy 2 Climate Change. This policy requires any new development proposals to minimise and mitigate the effects of climate change and the reduction of greenhouse gases through a range of measures including the provision of electric vehicle recharging infrastructure to encourage greater use of low carbon vehicles.

Reinforcing this requirement is Policy SDCC4 Sustainable Transport that advises to address climate change and support the use of electric vehicles, the Council will seek the inclusion of electric vehicle charging points (EVCP) within new developments.

This Supporting Planning Guidance (SPG) has been prepared to assist developers with these requirements in terms of the type and number of EVCP to be provided and the information that will be required to be submitted with planning applications. The guidance supports the policies in South Lanarkshire Local Development Plan 2, and the content of this SPG will be used in determining planning applications.

3.0 General Requirements

All EVCP units must be located outwith the car parking space and any footpath requirements for the development (as requested by the Council's Roads and Transportation Services). The EVCP unit will require a minimum 0.5m of additional footpath, or land, where it is involves installation on the footpath network or communal/on street parking facilities. For EVCPs located between 2 car parking spaces, 0.5m additional land outwith car parking spaces is required.

Where EVCPs are installed in the curtilage of a new house, the additional space required for the charge units can be reduced to 0.2m and should be outwith both car parking spaces/driveways and accessible paths.

The EVCP infrastructure shall be capable of serving Fast Charging unit installation with connection to an appropriate electricity supply. A fast charge unit is defined as a charge point capable of delivering a minimum power output of 7Kw. Most UK residential properties use a single-phase power supply, which means most home charge points will be capable of charge at 7kW.

For commercial premises, communal parking or on street parking, a faster charge involving a 3-phase meter may be required to provide an output of 11kW – 22kW, where faster charge speed may be preferable.

It is acknowledged that within an on street car parking arrangement (allocated or unallocated) EVCPs can be installed either between 2 parking spaces, or as an extension to the footpath/land adjoining the parking spaces. Within this SPG, any examples of layouts are for indicative purposes only and do not represent all available options. The onus is on the developer to design the layout of car parking and the position of EVCPs in accordance with the guide and to meet the Council's Roads and Transportation Service requirements.

Should you require further information on the car parking requirements raised within this SPG, please contact Roads and Transportation Services to discuss at roadsandtransportation@southlanarkshire.gov.uk

The SPG makes various references to policy and guidance from the Scottish Government and other statutory agencies. As this may change during the lifetime of the SPG, developers are advised that they must comply with the version that is current at the time of their application.

New Residential Development

This advice applies to all residential types, including flatted developments, and across all tenures. The Council aims to ensure equality across new developments so that all residents in new housing developments regardless of whether they are in the private or rented sector are able to access an EVCP.

For new residential development of 1 or more units, the criteria below shall be met where it is applicable to the proposed development:

- a) Where in curtilage parking is provided EVCP infrastructure and a charging unit to serve at least 1 car parking space for each dwellinghouse will be required.
- b) Communal car parking, or allocated on street parking, will be required to have EVCP infrastructure and charging units installed to serve a minimum of 1 car parking space for each residential unit that utilises the parking area.

- c) Where a development involves a reduced car parking requirement of less than 1 space per dwelling unit, the EVCP infrastructure and charge unit requirement will be reduced to the maximum number of communal car parking spaces available.
- d) All new disabled bays to serve a residential development shall be served by EVCP infrastructure and charge unit. The bays will be served by a full width dropped kerb to improve access to the charge unit, and the EVCPs will be sited outwith the bay and associated hatching.
- e) The location of EVCPs should consider the distance from the residential unit it serves. The EVCPs should be located within car parking spaces as close as practical to residential units to ensure equal and reasonable access. This may result in dispersed units through the car parking provision, rather than a cluster.

Where evidence is provided from Scottish Power that the existing network/grid capacity serving the development is insufficient at the time of the application, consideration will be given to installing the infrastructure only or a phased approach. This is not based on financial implications. In such cases the applicant must demonstrate that the provision of the charging unit has been future proofed.

3.2 New non-residential developments

These requirements will only apply where the development is required to provide new car parking provision. This advice applies to all new build non-residential types of development, including education facilities, hotels, community buildings, offices, industrial estates and retail.

The exception is for new build premises located within retail parks that will utilise existing parking provision, including drive throughs and food and drink units. New premises within retail parks are required to upgrade existing parking spaces with EVCP infrastructure and charge units. The number of EVCPs required will be based on the number of parking spaces expected to serve the development. Please refer to the table below once this information has been confirmed with the Council's Roads and Transportation Service.

Developers are required to meet the following criteria where applicable:

Number of new spaces requested through the planning application	Number of EVCPs required
1 - 9	1 single charge point
10 - 19	1 dual charge unit or 2 single charge points.
20 - 29	2 dual charge units or 4 single charge points.
30 -49	4 dual charge units or 8 single charge points

50 - 79	6 dual charge units or 12 single charge points
80 - 99	8 dual charge units or 16 single charge points
100 and above	10 dual charge units or 20 single charge points

* All new disabled bays require to be served by EVCP infrastructure and charge units. Disabled bays are in addition to the formation of standard bays. Please contact the Council's Roads and Transportation Service to confirm the number of disabled bays required.

3.3 Installation and maintenance

The EVCP infrastructure and charge units are required to be installed during the construction phase. The developer should ensure that cabling and underground infrastructure is installed as necessary in consultation with Scottish Power Energy Networks. The onus is on the developer to meet the costs of installation and to agree grid capacity with Scottish Power Energy Networks.

The maintenance requirements for installed EVCP charge units serving communal parking, or allocated on street parking, will depend on whether or not the units are installed on the public network, or on private or communal land. Where the EVCP charge unit will be installed on the adopted public network there are a number of things to consider, and the developer should contact the Roads and Transportation Service to discuss. The charge point would need to meet South Lanarkshire Council's specification, it would need to be on the ChargePlace Scotland network, and a warranty and maintenance agreement would need to be provided with any transfer of ownership. The power supply/billing would also need to be transferred to South Lanarkshire Council.

Where the charge point is on private or communal land (outwith the curtilage) then these remain the responsibility of the developer/factor/private company.

The developer can find further advice on topics such as installation, equipment and wiring standards within Transport Scotland's document Common Requirements and Good Practice for the Charge Place Scotland Network.

3.4 Exemptions

There will be no requirement for EVCP infrastructure or charge units to be installed for the following developments:

- Extensions to existing dwellinghouses.
- Extensions to existing business premises where no additional car parking is requested.
- Change of use of a building, either residential or non-residential, where no new car parking provision is requested.

4.0 Listed Buildings

The installation of an EVCP unit onto the fabric of a listed building will require the submission of a Listed Building Consent (LBC) application. The historic fabric and character is to be taken into account when installing an EVCP unit. The preference is that a pole mounted option is investigated as a first option. This would prevent the need for drilling and fixing damage to the building fabric e.g. stone. Where this is not a viable option, any unit to be

fixed to an external wall should be located within reach of the car parking spaces and should avoid being located on, or visually detract from, any decorative features, such as coin stones or ornate stone work. The fixtures should use materials and methods appropriate for the existing building fabric e.g. lime based mortar. Details of any fixings will form part of the LBC application for approval.

5.0 Planning Application Requirements

The inclusion of EVCPs should be considered as part of the design process for the new development, and details submitted at the validation stage for detailed planning applications. If a proposal requires only the infrastructure to be installed under the guidance of this SPG, then future proofing for the installation of the EVCP charging units is required – this involves identifying space for EVCPs. Not future proofing the installation of EVCP units may prevent installations from taking place in the long term.

The following criteria is to be met for detailed planning applications:

1 - Detailed block plan showing the EVCP unit location within the curtilage of each plot, communal parking area or on street parking where relevant. The car parking spaces and any accessible paths shall also be indicated on the plan to ensure there is no conflict of space requirements.

2 - The charging unit location must be accessible to a minimum of one parking space. This can be external to the building or within a garage (if the garage has minimal internal clear dimensions of greater than three metres by seven metres).

3 - A maximum cable length of 5m shall be used to determine the suitability of parking and charging unit locations.

4 - A suspensive condition will require the developer to submit further details prior to works commencing on site – including: cabling, ducting, and the proposed type of consumer unit capable of supporting a fast-charging unit (minimum 7kW).

5- A suspensive condition will require the developer to submit further details prior to works commencing on site confirming the factor agreement for any EVCP's which serve a communal car parking, or allocated on street arrangement, on land outwith the adopted public network.

6 – The EVCP infrastructure will be required at the construction stage. Where EVCP charge units are required to be installed, these shall be completed prior to the occupation of the dwellings they serve.

Appendix

Following the adoption of the South Lanarkshire Local Development Plan 2 in April 2021 the Council has begun preparation of a series of supporting guidance to support the plan. This includes draft Supporting Planning Guidance (SPG) to provide information and assistance to developers regarding the provision of Electric Vehicle Charging infrastructure. Section 9 of the Planning (Scotland) Act 2019 has removed the ability of Planning Authorities to prepare new Supplementary Guidance. Circular 6/2013 – Development Planning states that planning authorities may issue non-statutory planning guidance to provide detail on a range of subject areas. This form of guidance does not form part of the development plan. However, adoption by the Council gives it formal status, meaning that it will be a material consideration in decision making. Planning guidance can be updated as required and without the need for approval by Scottish Ministers.

Supporting assessments

A series of assessments informed the preparation of the SPG. The technical studies are noted below. Strategic Environmental Assessment 1.6 in accordance with the Environmental Assessment (Scotland) Act, 2005, the Council prepared and submitted a strategic environmental assessment (SEA) screening report to the statutory consultation authorities, summarising its view that this SPG is unlikely to have significant environmental effects. The consultation authorities agreed with the Council's view and the Council made a formal determination that a SEA is not required for this SPG. The Council reached this view because it sits under the hierarchy of the Glasgow and the Clyde Valley Strategic Development Plan and the South Lanarkshire Local Development Plan 2, both of which have undergone SEA. The SG does not seek to change or amend policies in these plans.

Habitats Regulations Appraisal

A Habitats Regulations Appraisal (HRA) screening exercise for this SPG will be undertaken in compliance with the EC Habitats Directive (Council Directive 92/43/EEC), and the Conservation (Natural Habitats, &c.) Regulations 1994 as amended. This will be included in the HRA Record for the SLLDP. Any changes required as a result of the HRA shall be incorporated in the finalised supplementary planning guidance.

Equalities Impact Assessment

An Equalities Impact Assessment of the South Lanarkshire LDP2 community infrastructure assessment policy was carried out and it was concluded that there are no adverse impacts on any of the communities covered by equalities legislation or on community relations. The above technical studies can be viewed on the Council's website and are available on request from the Council.