



EAST AYRSHIRE COUNCIL

# Local Development Plan 2

# Environmental Report

2024



### List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
DARVEL & PRIESTLAND			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
<b>DL-H1</b>	Residential	Burn Road, Darvel	
<b>DL-H2</b>	Residential	Crofthead, Priestland	
<b>DL-H3</b>	Residential	Jamieson Road, Darvel	281H
<b>DL-H4</b>	Residential	West Donnington Street, Darvel	103H
<b>DL-B1(S)</b>	Business & Industry	Campbell Street, Darvel	283B
<b>DL-B2(O)</b>	Business & Industry	Jamieson Road, Darvel	285B

### Strategic Environmental Assessment

#### Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
DARVEL & PRIESTLAND		
RESIDENTIAL		
<b>DL-H1:</b> Burn Road, Darvel	Yes	Yes
<b>DL-H2:</b> Crofthead, Priestland	Yes	Yes
<b>DL-H3:</b> Jamieson Road, Darvel	Yes	Yes
<b>DL-H4:</b> West Donnington Street, Darvel	Yes	Yes
BUSINESS & INDUSTRY		
<b>DL-B1(S):</b> Campbell Street, Darvel	Yes	Yes
<b>DL-B2(O):</b> Jamieson Road, Darvel	Yes	Yes

**Stage 2 Assessment Outcomes – Summary Table**

Stage 2 Assessment Key	Significant Positive	Significant Positive/Negative	Significant Negative	Unknown / Neutral	Screened out at Stage 1
	SP	SP/N	SN	U / N	X

Policy	Landscape & Geology	Biodiversity, Flora & Fauna	Climatic Factors	Soil	Air	Water	Cultural Heritage	Health	Population	Material Assets
<b>RESIDENTIAL</b>										
<b>DL-H1:</b> Burn Road, Darvel	SN	SN	SP/N	X	SP/N	U	X	SP/N	SP	SP/N
<b>DL-H2:</b> Crofthead, Priestland	N	SN	SP/N	X	SP/N	X	X	SP/N	SP/N	SP/N
<b>DL-H3:</b> Jamieson Road, Darvel	N	SN	SP/N	X	SP/N	X	X	SP/N	SP	SP/N
<b>DL-H4:</b> West Donnington Street, Darvel	X	X	SP/N	SP	SP/N	SP	X	SP/N	SP	SP
<b>BUSINESS &amp; INDUSTRY</b>										
<b>DL-B2(O):</b> Jamieson Road, Darvel	X		SP/N	SP	SP/N	SN	SN	SP/N	SP/N	SP

**Stage 1 Assessment Tables**

**RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)**

<b>DL-H1: Burn Road, Darvel</b>		
Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	There are likely to be environmental impacts as a result of development on this site in terms of climatic factors, biodiversity and landscape. There is a presumption that these impacts will be positive and negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution). However, impacts on the water environment and soil are not anticipated. There is a presumption that impacts will be negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	No environmental impacts on the historic environment are anticipated for this site.	No. There are unlikely to be significant environmental impacts on the historic environment, nor are there likely to be cumulative or synergistic impacts.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be both positive and negative in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

<b>DL-H2: Crofthead, Priestland</b>		
Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	There are likely to be environmental impacts as a result of development on this site in terms of climatic factors and biodiversity. There is a presumption that these impacts will be positive and negative in nature. This should be considered in further detail at stage 2 assessment. Significant impacts on landscape are not anticipated.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution). However, impacts on the water environment and soil are not anticipated. There is a presumption that impacts will be negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	No environmental impacts on the historic environment are anticipated for this site.	No. There are unlikely to be significant environmental impacts on the historic environment, nor are there likely to be cumulative or synergistic impacts.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a	Yes. There are likely to be environmental impacts on the social environment. This

	presumption that these will be both positive and negative in nature. This should be considered in more detail at Stage 2 assessment.	should be considered in more detail at Stage 2 assessment.
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<b>DL-H4: Jamieson Road, Darvel</b>		
<b>Components</b>	<b>Will there be an Environmental Impact?</b>	<b>Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?</b>
Natural Features	There are likely to be environmental impacts as a result of development on this site in terms of climatic factors and biodiversity. There is a presumption that these impacts will be positive and negative in nature. This should be considered in further detail at stage 2 assessment. However, environmental impacts are not anticipated for landscape.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution). However, impacts on the water environment and soil are not anticipated. There is a presumption that impacts will be negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	No environmental impacts on the historic environment are anticipated for this site.	No. There are unlikely to be significant environmental impacts on the historic environment, nor are there likely to be cumulative or synergistic impacts.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be both positive and negative in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

<b>DL-H4: West Donnington Street, Darvel</b>		
<b>Components</b>	<b>Will there be an Environmental Impact?</b>	<b>Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?</b>
Natural Features	There are likely to be environmental impacts as a result of development on this site in terms of climatic factors. There is a presumption that these impacts will be positive and negative in nature. This should be considered in further detail at stage 2 assessment. No significant impacts are anticipated in terms of landscape and biodiversity – screen out at Stage 1 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution). Impacts on the water environment and soil are anticipated. There is a presumption that impacts will be positive in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources. This should be considered in more detail at Stage 2 assessment.
Historic Environment	No environmental impacts on the historic environment are anticipated for this site.	No. There are unlikely to be significant environmental impacts on the historic environment, nor are there likely to be cumulative or synergistic impacts.

Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be positive, or both positive and negative in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.
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**BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITY SITE(S)**

**DL-B1(S): Campbell Street, Darvel**

Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	The site is contained within the settlement boundary of Darvel, as such development on the site is unlikely to have any significant environmental impacts on landscape and biodiversity. The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional impacts on natural features.	No. The development of this site is not likely to have significant environmental impacts on natural features due to its existing urban setting. As the site is to be 'safeguarded' as business and industry, it is unlikely to have additional impacts on natural features.
Natural Resources	The site is contained within within a WOSAS trigger location, an area of contaminated land, employment land and is subject to pockets of surface water flood risk. However, the site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. As outlined above.
Historic Environment	The site is contained within a WOSAS trigger location. The site is not in close proximity to any other historic or cultural assets. The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. As the site is to be 'safeguarded' as business and industry, it is unlikely to have additional impacts on the historic environment.
Social Environment	The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional significant environmental impacts on the social environment.	No. As outlined above.

**DL-B2(O): Jamieson Road, Darvel**

Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	The site is contained within the settlement boundary of Darvel, as such development on the site is unlikely to have any significant environmental impacts on landscape and biodiversity.. Landscape has been screened out at Stage 1 assessment. Impacts on biodiversity, flora and fauna are presumed to be neutral. Significant impacts on climatic factors are anticipated.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.

Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution). Impacts on the water environment and soil are also anticipated. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources. This should be considered in more detail at Stage 2 assessment.
Historic Environment	The site is contained within a WOSAS trigger location. The site is not in close proximity to any other historic or cultural assets. However, it is presumed that impacts are likely to be negative.	Yes. There are likely to be significant environmental impacts on the historic environment. This should be considered in more detail at Stage 2 assessment.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be positive, or positive and negative, in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

**Stage 1 Assessment Tables**

**RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)**

**Strategic Environmental Assessment (SEA) Pro Forma**

<b>Site Reference</b>	<b>DL-H1</b>	
<b>Settlement</b>	Darvel	
<b>Address</b>	Land West of Burn Road	
<b>Description</b>	<p>The site is located at the western edge of Darvel, outwith, but immediately adjacent to, the settlement boundary.</p> <p>The site was not previously allocated for any use in the former Local Development Plan (2017).</p>	
<b>OS Grid Ref</b>	NS558377	
<b>Existing Use</b>	Greenfield	
<b>Proposed Use</b>	Residential / Housing	
<b>Site Size</b>	0.7 ha	
<b>Site Capacity</b>	15 units (Indicative)	
<b>Planning History</b>	None.	

**Impacts on Environmental Receptors**

<b>Natural Features</b>	<b>Landscape</b>	<p><i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i></p>
	<b>Negative</b>	<p>The site is located to the western edge of Darvel. The site is classified as “Upland River Valleys” (character type 69). Key characteristics of this classification are: the moorland vegetation with improved pasture on valley floors, confined landscape scale, industrial settlements and broad to enclosed valley sections. This is a site on the settlement edge which sits on the valley slope. As a result, there is</p>

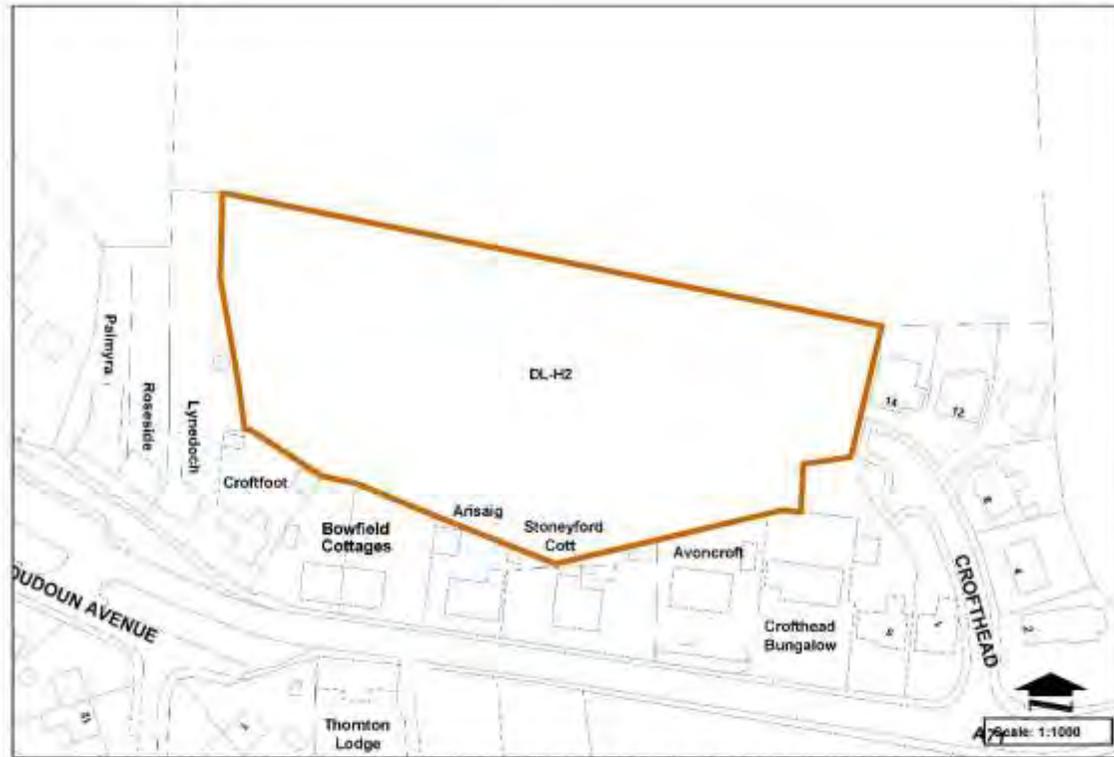
		potential for the development of this site to have significant landscape implications, subject to appropriate mitigation..
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Negative	The site forms part of Central Scotland Green Networks (CSGN) woodland network (high dispersal; non-core). However, the site is not subject to any additional constraints which could have biodiversity implications. There is potential for the development of this site to have significant negative impacts on biodiversity. However, it is recognised that only the eastern and southern edges of the site fall under this classification and as such, it likely does not have significant biodiversity value. However, as a precaution, impacts are considered to be negative on biodiversity, flora and fauna subject to appropriate mitigation.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	Positive / Negative	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, having a negative impact on air quality and climatic factors. The access to the site is at a walking distance to public transport and Darvel town centre, which is likely to have significant positive impacts, especially compared to other, more distant locations. In overall terms, impacts are considered to be significant and positive/negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• Development of the site should incorporate natural screening to reduce any potentially detrimental impacts that it may have on the landscape character of Cumnock.</li> <li>• The development should incorporate natural planting throughout to create a sense of place and also encourage new forms of green infrastructure which will have a positive impact in terms of landscape character and biodiversity, and habitat networks to offset loss.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Natural Resources</b>	Soil	<i>To protect and improve soil and land resources.</i>
	Screened out at Stage 1 Assessment	The site is not located within or near any soil-related constraints. As such, no impacts are anticipated in terms of soil quality.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive / Negative	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. The access to the site is within walking distance from public transport and Darvel town centre, which is likely to have significant positive impacts, especially compared to other, more distant locations. In overall terms, impacts on air quality are likely to be positive and negative.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Unknown</b>	The site is not subject to surface or fluvial flood risk. However, there is an underground tributary of the Mathew Burn that originates in the SE corner of the site. As such, no significant impacts are anticipated in terms of the water environment. However, impacts are largely unknown.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>A Flood Risk Assessment (FRA) is required.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. Furthermore, the site is located outwith the settlement boundary. However, being immediately adjacent to it, this development location is considered to be more sustainable than a peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre, and near core paths and rights of way, which may encourage an active lifestyle. Overall, development of the site is likely to have significant positive and negative environmental impacts.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Positive</b>	The site is outwith, but immediately adjacent to the settlement boundary of Darvel, which is considered to be more sustainable than a more peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre, which may encourage an active lifestyle. In overall terms, the development of this site is likely to have significant positive impacts on population.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive/Negative</b>	The site is outwith, but immediately adjacent to the settlement boundary of Darvel, which is considered to be more sustainable than a more peripheral site. The site is close to a public transport route. The site is greenfield, so any development at this location would expand on agricultural land and open space,

		which has negative impacts on material assets. In overall terms, the development of this central brownfield site is likely to have significant positive and negative impacts on material assets.			
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>• Development of the site should try to retain as much of the existing open space as possible. However, should this not be the case, then the development will have to provide public open space that can be used by the residents of this area, ensure that walking and cycling paths are connected into existing paths and ensure that any noise and ambient light pollution is kept to a minimum.</li> <li>• Development of the site should ensure that walking and cycling paths are connected into existing paths and ensure that any noise and ambient light pollution is kept to a minimum.</li> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>			
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>					
<b>Soil</b>	Coal Authority Risk Assessment	No	Vacant and Derelict Land	No	Contaminated Land
<b>Water</b>	SEPA Flood Risk	No fluvial or surface water flood risk.			
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.				
<b>Consultee Comments</b>	<u>SEPA</u> : FRA required. There is an underground tributary of the Mathew Burn that originates in the SE corner of the site.				
<b>Short, Medium or Long Term and Cumulative Impacts</b>					
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant and positive if the mitigation and enhancement methods are taken into account and if the development follows the Council's design guidance to create a sense of place.					

## Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	<b>DL-H2</b>
Settlement	Priestland
Address	Crofthead
Description	<p>The site is located out with the settlement boundary of Priestland as was identified within the EALDP (2017). However, it is located within the settlement boundary of Priestland within LDP2.</p> <p>The site has no planning history.</p>
OS Grid Ref	NS5737SE
Existing Use	Greenfield
Proposed Use	Residential
Site Size	1.0 ha
Site Capacity	27 units (Indicative)
Planning History	None.



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## Impacts on Environmental Receptors

Natural Features	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is classified as "Upland Basins – Ayrshire" (NatureScot Character type 74). Key characteristics of this classification are: the elevated and exposed nature of the landscape; extensive views across the basin; predominantly agricultural in use with areas of derelict and damaged land. The development of the site would result in the loss of a relatively large greenfield area. The site would constitute a moderate extension to the settlement of Priestland. However, the site is almost entirely concealed from view of

		most of the settlement, bounded by residential dwellings to the west, south and east. As such, it is considered that the development of the site would have a neutral impact on landscape character.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Negative	The site is not in close proximity to any designated or safeguarded sites. The site is partially contained within a Central Scotland Green Networks (CSGN) woodland hotspot. The development of this site would result in the removal of greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition to the SEA objectives.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	Positive / Negative	Development of this site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on climate is likely to be positive and negative.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• Development of the site should incorporate natural screening into the development to reduce any potentially detrimental impacts that it may have on the landscape character of Priestland.</li> <li>• The development should incorporate natural planting throughout to create a sense of place and also encourage new forms of green infrastructure which will have a positive impact in terms of landscape character and biodiversity, habitat networks to offset any potential loss.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Screened out at Stage 1 Assessment	The site is not located within or near to any soil-related constraints. As such, no impacts are anticipated in terms of soil quality.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive / Negative	Development of this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no

		shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In overall terms, impacts are likely to be positive and negative.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not subject to surface or fluvial flood risk. As such, no impacts are anticipated in terms of the water environment.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on air quality and, in turn, human health, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on human health are likely to be positive and negative.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on air quality, and in turn population, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not

		have any detrimental impacts resulting from flood risk. In overall terms, impacts on population are likely to be positive and negative.				
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>				
	<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on air quality, and in turn material assets, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on material assets are likely to be positive and negative				
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>• Development of the site should try to retain as much of the existing open space as possible. However, should this not be the case, then the development will have to provide public open space that can be used by the residents of this area, ensure that walking and cycling paths are connected into existing paths and ensure that any noise and ambient light pollution is kept to a minimum.</li> <li>• Development of the site should ensure that walking and cycling paths are connected into existing paths and ensure that any noise and ambient light pollution is kept to a minimum.</li> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	No	Vacant and Derelict Land	No	Contaminated Land	No
<b>Water</b>	SEPA Flood Risk	No fluvial or surface water flood risk.				
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.					
<b>Consultee Comments</b>	<p><u>NatureScot:</u> This is a greenfield site which appears to rise to the north and is located out with the settlement boundary. Development should ensure cohesion with existing development with active frontages. A robust landscape framework should be incorporated into the development design with a robust settlement edge treatment provided on the northern edge of the site to prevent further development and incremental erosion of the rural setting north of the site up the slope.</p> <p><u>Scottish Water:</u></p>					

	Stewarton WWTW does not serve this settlement. This development is in the catchment for Priestland ST 1 and a Growth Project will be required to provide sufficient capacity. It is strongly recommended that the developer contact Scottish Water as early as possible to discuss this development. There is sufficient water capacity at the WTW.
<b>WWTW Capacity &amp; Waste Water</b>	Growth project underway for Stewarton WWTW and early engagement with Scottish Water is strongly recommended to discuss build out rates and to establish growth requirements. Treated effluent outfall runs through site- Early engagement with Scottish Water's Asset Impact Team is essential to ensure this conflict does not impact on economic site viability due to required stand-off distances.
<b>Water Supply</b>	Sufficient capacity in current system.
<b>Short, Medium or Long Term and Cumulative Impacts</b>	
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant and positive if the mitigation and enhancements methods are taken into account and that the development follows the Council's design guidance to create a sense of place.	

## Strategic Environmental Assessment (SEA) Pro Forma

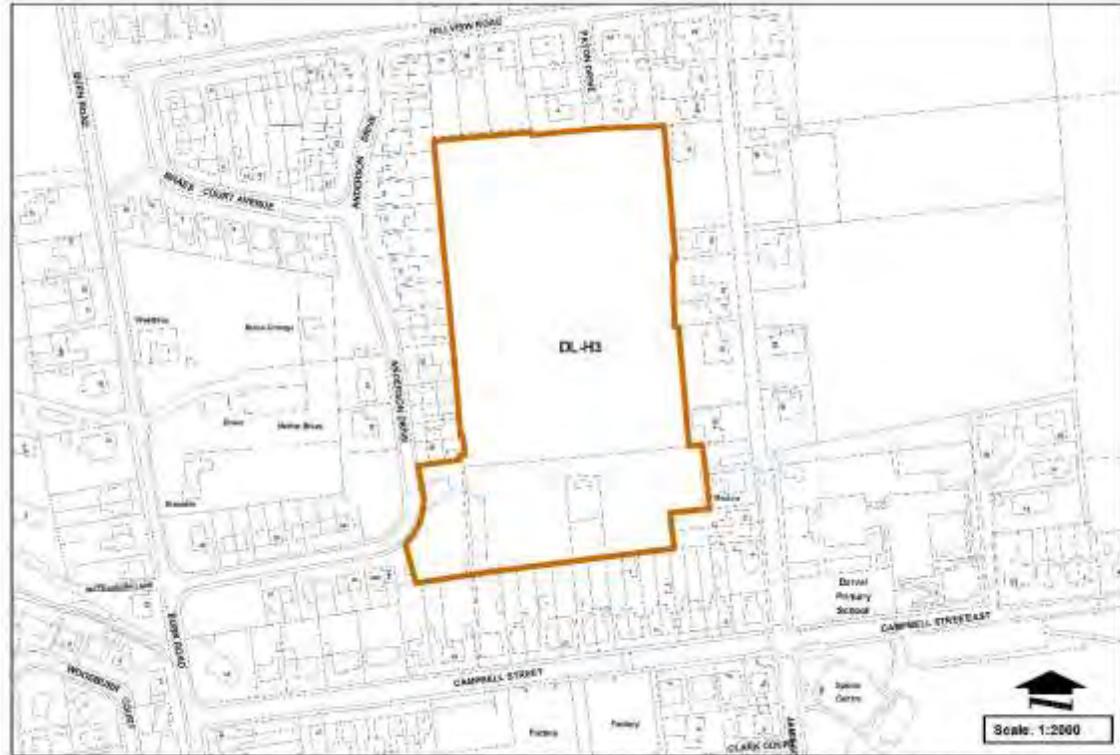
**Site Reference** DL-H3  
**Settlement** Darvel  
**Address** Jamieson Road  
**Description**

The site is to the centre of Darvel, within the settlement boundary and mostly surrounded by residential properties.

The site was carried over from the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site.

**OS Grid Ref** NS562379  
**Existing Use** Greenfield (Former site allocation within LDP1)

**Proposed Use** Residential  
**Site Size** 2.7 ha  
**Site Capacity** 40 units (Indicative)



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**Planning History** 10/0296/AMCPPP – Erection of 40 residential dwellings – Approved with Conditions; 06/0564/OL – Outline Planning Permission For Residential Development – Allowed at appeal; 13/0094/PP – Application to vary condition – Application Returned;

### Impacts on Environmental Receptors

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is contained within the settlement boundary of Darvel. Despite this, the site is located relatively close to the settlement boundary. Given the scale and setting of the site (it is bounded by residential development on its northern, eastern, western and southern extents) development is unlikely to have any significant impacts on landscape character or geology. As such, impacts are considered to be neutral.

	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Negative</b>	The site forms part of the CSGN noncore acid grassland network (moderate and high dispersal network and acid grassland habitat). It also forms part of the CSGN noncore woodland network (high dispersal). Its development could result in the further loss and fragmentation of these networks which would have significant negative impacts on biodiversity, flora and fauna. However, the site is contained within the settlement boundary of Darvel and fully enclosed by similar land uses. There are trees within the site which are protected by a TPO. As a precaution, impacts on Biodiversity, flora and fauna are considered to be significant negative, subject to appropriate mitigation.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	<b>Positive / Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of public transport and is within walking distance of the town centre, this is likely to have significant positive impacts. In overall terms, impacts are considered to be significant and positive/negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• Developers of the site must ensure that there are no detrimental impacts on the trees protected under the TPO as a result of development.</li> <li>• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Natural Resources</b>	Soil	<i>To protect and improve soil and land resources.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located within or nearby any soil-related constraints. As such, no impacts are anticipated in terms of soil quality.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Positive / Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. However, as the site is within walking distance of public transport and is within walking distance of the town centre, this is likely to have significant positive impacts. In overall terms, impacts on air quality are likely to be positive and negative.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Screened out at Stage 1 Assessment</b>	The site is not subject to surface or fluvial flood risk. As such, no impacts are anticipated in terms of the water environment.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have significant positive or negative impacts on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. However, as the site is contained within the centre of Darvel and is contained within the settlement boundary, its development is considered to be more sustainable than a peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre, and near core paths and rights of way, which may encourage an active lifestyle. There is opportunity for the enhancement and extension of the existing core path and right of way network, contributing positively to active travel and in turn human health. Overall, development of the site is likely to have significant positive and negative environmental impacts.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Positive</b>	The site is contained within the centre of Darvel, which is considered to be more sustainable than a peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre. There is opportunity for the enhancement and extension of the existing active travel network, contributing positively to human health and population. In overall terms, the development of this central brownfield site is likely to have significant positive impacts on population.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive/Negative</b>	The site is contained within the centre of Darvel and is contained within the settlement boundary; its development is considered to be more sustainable than a peripheral site. However, the site is close to a public transport route. There is opportunity for the enhancement and extension of the existing core path

		and right of way network, contributing positively to active travel, human health and population. The development of this central brownfield site is likely to have significant positive impacts. However, in opposition to the objectives of the SEA, the development of this site could result in the loss and/or fragmentation of CSGN habitats. Although these are contained within the settlement boundary, it is considered that the development site could have significant implications for biodiversity. In overall terms, impacts are considered to be significant and both positive and negative.				
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	No	Vacant and Derelict Land	No	Contaminated Land	No
<b>Water</b>	SEPA Flood Risk	No significant flood risk on site.				
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.					
<b>Consultee Comments</b>						
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant and positive if the mitigation and enhancement methods are taken into account and if the development follows the Council's design guidance to create a sense of place.						

## Strategic Environmental Assessment (SEA) Pro Forma

Site Reference  
Settlement  
Address  
Description

**DL-H4**  
Darvel  
West Donnington

The site is located relatively centrally, within the settlement boundary and is entirely surrounded by residential properties which is the predominant use of the surrounding landscape.

The site is carried over from the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site (103H) and continues to be allocated within LDP2.

OS Grid Ref  
Existing Use

NS5637NW  
Greenfield – (Former site allocation within LDP1)

Proposed Use  
Site Size  
Site Capacity

Residential  
0.8 ha  
21 units (Indicative)

Planning History

**04/0568/FL** – Proposed erection of 21 dwelling houses development – Withdrawn; **09/0749/PPP** – Erection of 24 semi-detached dwellinghouses – Withdrawn; **04/1183/FL** – proposed erection of 19 dwelling houses – Approved with Conditions; **16/0173/PPP** – Proposed residential development in principle – Approved with Conditions;



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### Impacts on Environmental Receptors

Natural Features

Landscape

*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*

Screened out at Stage 1 Assessment

The site is not located within any landscape related constraints and is surrounding by existing residential development. As such, no impacts are anticipated in terms of soil quality.

	<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located within any biodiversity, flora and fauna related constraints and is surrounding by existing residential development. As such, no impacts are anticipated in terms of soil quality.
	<b>Climatic Factors</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	<b>Positive / Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. However, as the site is within walking distance of public transport and is within walking distance of the town centre, this is likely to have significant positive impacts. In overall terms, impacts on air quality are likely to be positive and negative. Development of the site could have significant negative impacts on climate as the site also has a probability of flooding from the adjacent watercourse. The site is also within walking distance from the nearest public bus stop. Overall, it is considered that development of this site could have significant positive and negative environmental impacts on climate.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• The developer will be required to investigate the flooding issues further and contact with SEPA at an early stage is required to formulate any flood mitigation measures that may be required. It is not possible to predict what the impact after mitigation will be as SEPA's advice and mitigation requirements are unknown.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Positive</b>	The site has the potential for soil contamination. Any development, or redevelopment, of the site should aim to treat or remove any sources of ground contamination. Should potentially contaminated soil be treated or removed, then it is likely that there would be significant positive impacts on soil.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Positive / Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. However, as the site is within walking distance of public transport and is within walking distance of the town centre, this is likely to have significant positive impacts. In overall terms, impacts on air quality are likely to be positive and negative.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Positive</b>	The site is not subject to fluvial flood risk. The site is subject to marginal areas of low to medium surface water flood risk (present and projected) to the south and north of its extents. However, the site has the

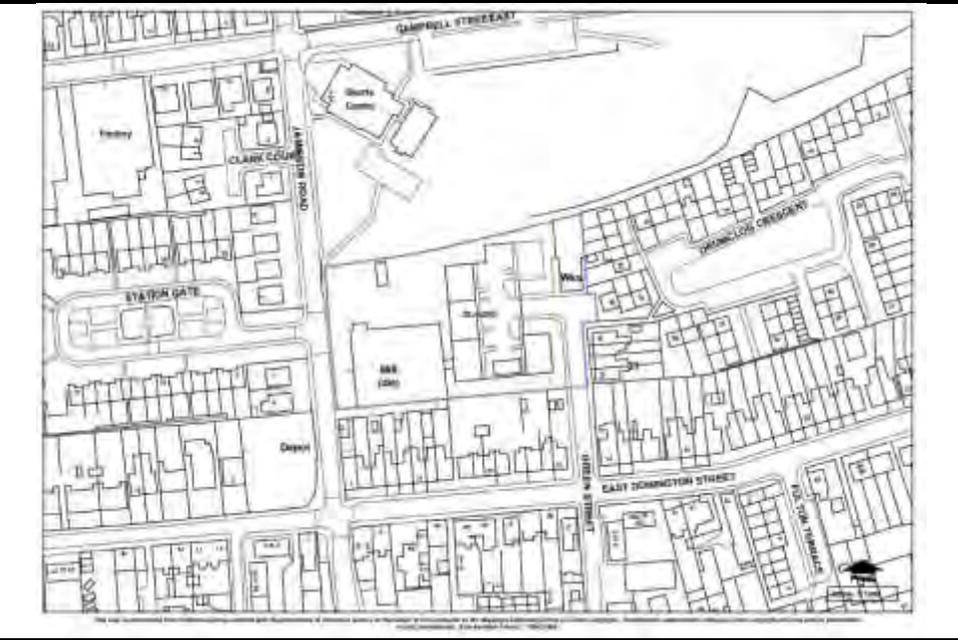
		potential for groundwater contamination. Any development of the site should aim to treat or remove any sources of ground contamination that can impact on ground water resources. Should potentially contaminated soil be treated or removed, then it is likely that there would be significant positive impacts on groundwater resources. In overall terms, impacts are considered to be positive.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>• Contaminated groundwater should be treated, where possible, by the remediation and/or removal of contaminated soil etc. and in discussions with Environmental Health.</li> <li>• A Flood Risk Assessment (FRA) is required for the site.</li> <li>• SEPAs comments and concerns (below) should be appropriately addresses and mediated through the design and content of any subsequent development proposal.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have significant positive or negative impacts on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. However, as the site is contained within the centre of Darvel and is contained within the settlement boundary, its development is considered to be more sustainable than a peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre, and near core paths and rights of way, which may encourage an active lifestyle. There is opportunity for the enhancement and extension of the existing core path and right of way network, contributing positively to active travel and in turn human health. The treatment and/or removal of potentially contaminated soil and groundwater are likely to have significant positive impacts on human health. Overall, development of the site is likely to have significant positive and negative environmental impacts.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>

	<b>Positive</b>	The site is contained within Darvel, which is considered to be more sustainable than a peripheral site. The site is within walking distance of public transport and is within walking distance of the town centre. There is opportunity for the enhancement and extension of the existing active travel network, contributing positively to human health and population. In overall terms, the development of this central brownfield site is likely to have significant positive impacts on population.				
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>				
	<b>Positive</b>	The site is contained within Darvel its development is considered to be sustainable than a peripheral site. However, the site is close to a public transport route. There is opportunity for the enhancement and extension of the existing core path and right of way network, contributing positively to active travel, human health and population. Its development could result in the creation of new multi-functional green spaces within the settlement boundary. In overall terms, impacts are considered to be both significant positive and negative.				
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	No	Vacant and Derelict Land	No	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	No significant flood risk on site.				
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.					
<b>Consultee Comments</b>	SEPA: FRA required. Surface water flood risk on Burn Road from culverted Mathew Burn could cause access / egress issues. An unnamed culverted watercourse also runs through the east of site.					
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant and positive if the mitigation and enhancements methods are taken into account and that the development follows the Council's design guidance to create a sense of place.						

**MISCELLANEOUS DEVELOPMENT OPPORTUNITY SITE(S)**

**Strategic Environmental Assessment (SEA) Pro Forma**

<b>Site Reference</b>	<b>DL-B2(O)</b>
<b>Settlement</b>	Darvel
<b>Address</b>	Jamieson Road, Darvel
<b>Description</b>	Bank Glens is a small rural village to the west of New Cumnock. It is a small linear settlements, spread along the B741. The former school site is centrally located within the village.
<b>OS Grid Ref</b>	NS5637NW
<b>Proposed Use</b>	Business and Industry
<b>Site Size</b>	0.87 ha
<b>Site Capacity</b>	N/A



**Planning History** N/A

**Impacts on Environmental Receptors**

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Screened out at stage 1</b>	The site is a vacant gap site, centrally located within the settlement of Darvel. The development of the site will not have any landscape impacts and was screened out at stage 1.
	<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Neutral</b>	The site contains a vacant former mill and associated buildings, with vacant land surrounding the buildings. There are no designations on the site and opportunities for biodiversity are considered to

		be minimal due to the use and condition of the site. The impact of biodiversity, flora and fauna is therefore likely to be neutral.
	<b>Climatic Factors</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	<b>Positive / Negative</b>	<p>Development of this vacant site is likely to result in more cars visiting the site and potentially commercial vehicles, depending on the end use. However, the site is centrally located within Darvel, in close proximity to the town centre and the main residential areas of the town. It is also within easy walking distance of the main bus route through the town, linking Darvel to the rest of the Irvine Valley and beyond. Proximity to public transport links, residential populations and other services located in the town, would help to reduce the need for people to access the site by private car, subsequently, in the long term contributing to a reduction in greenhouse gas emissions.</p> <p>There are pockets across the site that are subject to surface flood risk, as are parts of Jamieson Road to the west of the site. Intensifying the level of development on the site, therefore has the potential to increase surface flood risk, both on the site itself and elsewhere.</p> <p>In overall terms, impacts are considered to be both positive and negative.</p>
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• The developer will be required to investigate the flooding issues further, and contact with SEPA at an early stage is required to formulate any flood mitigation measures that may be required. It is not possible to predict what the impact after mitigation will be as SEPA’s advice and mitigation requirements are unknown.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Positive</b>	The site is contained within an area identified as contaminated land. The development of the site could result in the removal and/or treatment of contaminated land, having positive impacts on soil quality. The site is also included within the vacant and derelict land register, therefore the development of the site would have a positive impact on regenerating this piece of land.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Positive / Negative</b>	Bringing new use and activity to the site is likely to result in increased traffic, with a resultant negative impact on air quality. However, the site is considered to be in a sustainable location, forming a previously used site in the centre of the settlement. This gives the opportunity for those visiting the site

		or any future residents, to travel by sustainable means, i.e. walking, cycling, bus. In the long term, this could contribute to enhanced air quality.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Negative	There are relatively small pockets of surface flood risk on the site, as well as on adjacent Jamieson Road. New development on the site has the potential to increase this risk, both on this site and elsewhere within the settlement. The allocation of the site, without mitigation, therefore has potential negative impacts.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Negative	The site is contained within a WoSAS archaeological site/area. As a precaution, impacts are likely to be negative, subject to appropriate mitigation. Whilst the site is located close to the Darvel conservation area boundary, it is considered that the site is adequately separated from it, so as to avoid any impact.
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>• Any development of the site should involve dialogue with WOSAS to ensure that there is no impact on features of archaeological importance.</li> </ul>
Social Environment	Human Health	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	Positive/Negative	Development of the site could also lead to additional increases in air pollution and noise as well as ambient light illumination from the status quo. However, the site is currently vacant and derelict and detracts significantly from the amenity and character of this part of Darvel. The re-use of the site will contribute positively to place making and help improve the sense of place within the town. Overall, development of the site is likely to have significant positive and negative environmental impacts.
	Population	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	Positive/Negative	Development of the site could also lead to additional increases in air pollution and noise as well as ambient light illumination from the status quo. However, the site is considered to be a sustainable location, in heart of the town and making use of a brownfield site. The site is well connected to other

		uses, including nearby industrial uses, as well as residential and leisure uses adjacent. Overall, development of the site is likely to have significant positive and negative environmental impacts.			
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>			
	<b>Positive</b>	The development of the site would bring back into active use, a disused site, making far more effective use of the site than is currently the case. Overall, development of the site is likely to have significant positive impacts.			
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>			
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>					
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	Yes	Contaminated Land Yes
<b>Water</b>	SEPA Flood Risk	Yes – surface flood risk			
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.				
<b>Consultee Comments</b>					
<b>WWTW Capacity &amp; Waste Water</b>					
<b>Water Supply</b>					
<b>Short, Medium or Long Term and Cumulative Impacts</b>					
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant and both positive and negative; whilst re-introducing a use to the site will bring some negative environmental impacts, these will largely be mitigated by the sustainable location and re-use of a vacant, brownfield site.					



East Ayrshire Council  
Comhairle Siorrachd Àir an Ear

Development Planning and Regeneration  
Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD  
Email: [localdevelopmentplans@east-ayrshire.gov.uk](mailto:localdevelopmentplans@east-ayrshire.gov.uk)

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