



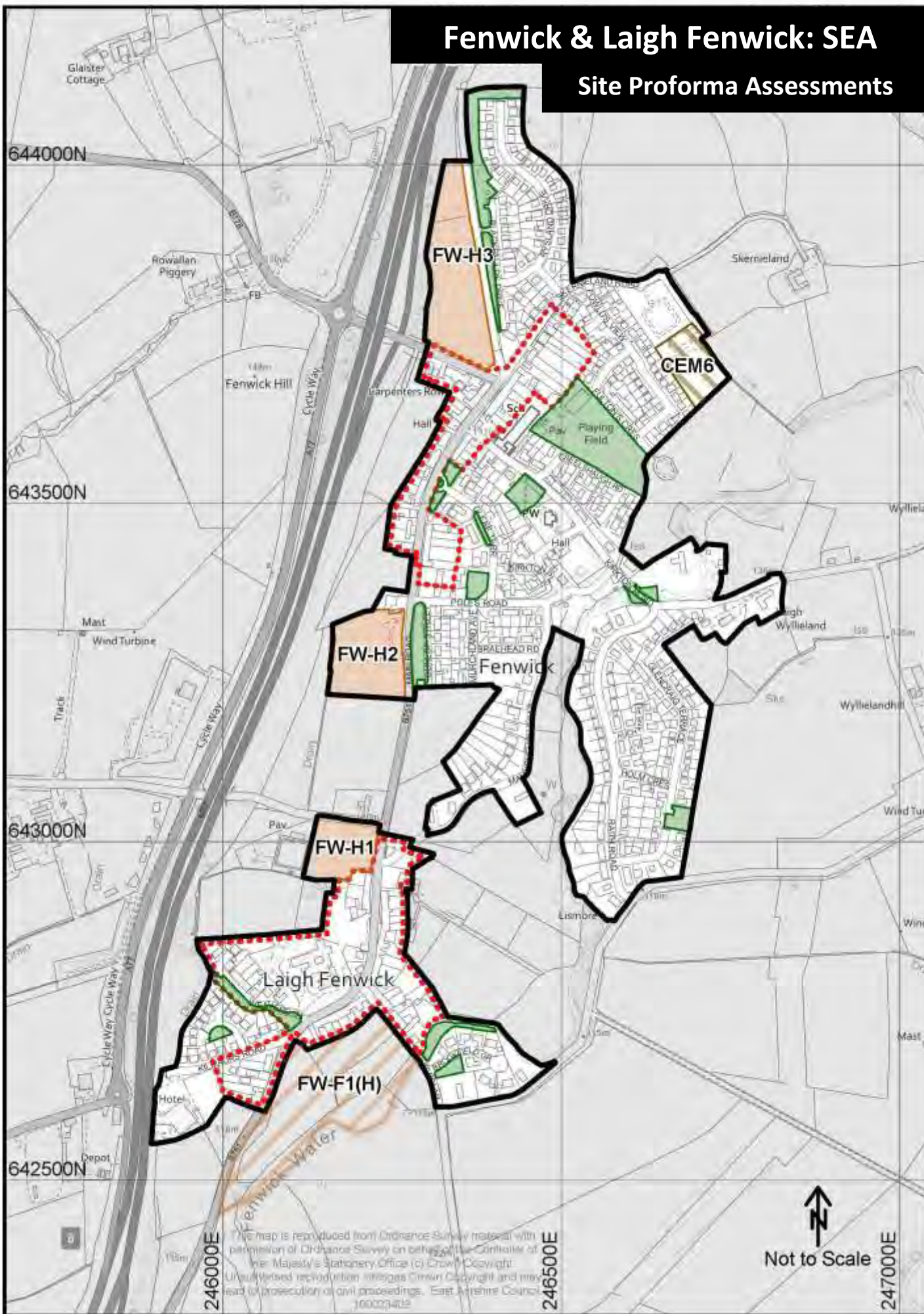
EAST AYRSHIRE COUNCIL

Local Development Plan 2

Environmental Report

2024

Fenwick & Laigh Fenwick: SEA Site Proforma Assessments



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List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
FENWICK & LAIGH FENWICK			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
FW-H1	Residential	Bowling Green Road, Laigh Fenwick	
FW-H2	Residential	Main Road, Fenwick	405H
FW-H3	Residential	Stewarton Road, Fenwick	441H
FW-F1(H)	Future Growth site (Residential)	Waterslap Road, Laigh Fenwick	
CEM6	Cemetery Extension	Fenwick Cemetery	PROP1

Strategic Environmental Assessment

Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
FENWICK & LAIGH FENWICK		
RESIDENTIAL		
FW-H1: Bowling Green Road, Laigh Fenwick	Yes	Yes
FW-H2: Main Road, Fenwick	Yes	Yes
FW-H3: Stewarton Road, Fenwick	Yes	Yes
FUTURE GROWTH (RESIDENTIAL)		
FW-F1(H): Waterslap Road, Laigh Fenwick	Yes	Yes
CEMETERY EXTENSION		
CEM6: Fenwick Cemetery, Fenwick	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
RESIDENTIAL										
FW-H1: Bowling Green Road, Laigh Fenwick	N	SN	SP/N	N	SP/N	N	SN	SP/N	SP/N	SP/N
FW-H2: Main Road, Fenwick	SN	SN	SP/N	SP	SP/N	N	X	SN	SP/N	SP
FW-H3: Stewarton Road, Fenwick	SN	N	SP/N	X	SP/N	N	X	SN	SP/N	SP
FUTURE GROWTH (RESIDENTIAL)										
FW-F1(H): Waterslap Road, Laigh Fenwick	SN	SN	SP/N	N	SP/N	SN	SN	SP/N	SP	SN
PROPOSAL – CEMETERY EXTENSION										
CEM6: Fenwick Cemetery, Fenwick	N	N	N	X	N	N	X	N	N	SP

Stage 1 Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

FW-H1: Bowling Green Road, Laigh Fenwick		
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 developing on this site in terms of climatic factors and biodiversity, flora and fauna. There is a presumption that these impacts will be negative in nature. This should be considered in further detail at stage 2 assessment. Significant impacts on landscape are not anticipated, it is presumed that impacts are likely to be neutral.	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 air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive and negative in nature. However, significant impacts on the water environment and soil are not anticipated. However, screened into stage 2 assessment for further consideration.	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	There are likely to be significant environmental impacts on the historic environment due to proximity to listed buildings and archaeological sites. It is presumed that these impacts will be significant negative. This should be considered in more detail in Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on the natural environment and the social 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 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.

FW-H2: Main Road, Fenwick		
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 developing on this site in terms of climatic factors, landscape/geology and biodiversity, flora and fauna. There is a presumption that these impacts will be negative in nature. This should be considered in further detail at stage 2 assessment. Significant impacts on climatic factors are also 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 soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be negative in nature. However, impacts on the water	Yes. There are likely to be significant environmental impacts on certain natural resources (soil and air). This should be considered in more detail at Stage 2 assessment.

	environment are not anticipated. Screened out at Stage 1 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/negative or positive 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.

FW-H3: Stewarton Road, Fenwick

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 developing on this site in terms of climatic factors, landscape/geology and climatic factors. There is a presumption that these impacts will be negative or positive/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). There is a presumption that impacts will be positive/negative in nature. However, impacts on the soil are not anticipated. Screened out at Stage 1 assessment. Impacts on the water environment are likely to be neutral.	Yes. There are likely to be significant environmental impacts on certain natural resources (air quality). 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.

FUTURE GROWTH SITE (RESIDENTIAL)

FW-F1(H): Waterslap Road, Fenwick

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 developing on this site in terms of climatic factors, landscape/geology and biodiversity, flora and fauna. There is a presumption that these impacts will be	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.

	negative or positive/negative in nature. This should be considered in further 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) and the water environment. There is a presumption that impacts will be negative in nature. However, impacts on soil are not anticipated.	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	Significant environmental impacts on the historic environment are anticipated for this site. There is a presumption that these 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 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 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.

CEMETERY EXTENSION SITE(S)

CEM6: Fenwick Cemetery, Fenwick		
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 unlikely to be significant environmental impacts as a result of developing on this site in terms of landscape, biodiversity or climatic factors. 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 significant environmental impacts as a result of developing this site. There is a presumption that impacts will be neutral in nature. However, this should be further considered at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil). 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 unlikely to be significant environmental impacts as a result of developing on this site in terms of human health and population. Impacts on material assets are anticipated. There is a presumption that these will be positive 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 2 Assessments – Site Proforma Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma	
Site Reference	FW-H1
Settlement	Laigh Fenwick
Address	Bowling Green Road
Description	<p>The site is located to the north-west of the settlement boundary of Laigh Fenwick.</p> <p>The site is bordered by the Fenwick Bowling Club pavilion and then the M77 to the west and Main Road to the east. The site has no planning history.</p>
OS Grid Ref	NS4642SW
Existing Use	Vacant land
Proposed Use	Residential
Site Size	0.8 ha
Site Capacity	20 units (Indicative)
Planning History	N/A
Impacts on Environmental Receptors	
Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>



Natural Features	Neutral	The site is classified as “Agricultural Lowlands” (NatureScot Character type 66). Key characteristics of this classification are the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. The site is located within the Agricultural Lowlands. This is moderately scaled and appropriate for the scale of Laigh Fenwick. The development of this site is unlikely to have a positive or negative impact on the landscape character and/or setting of Laigh Fenwick. As such, the 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>
	Negative	The site contains no statutory and non-statutory biodiversity or nature designations in support of the above SEA objective. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	Positive/Negative	The site has adequate active travel network connections. A core path runs along the top and eastern side of the site which extends through Kilmarnock to the south and to Stewarton to the north. If utilised this is likely to have positive impacts on climate, reducing greenhouse gas (GHG) emissions. The addition of 16 units is likely to increase private car use, despite opportunities for active travel, having a negative impact on climatic factors. The development of the site has no significant climate resilience implications in terms of flood risk. As such, the impacts are likely to be positive and negative.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • Appropriate screening and planting should be utilised throughout the development in order to mitigate its impact on landscape character and setting. • Existing trees and hedgerows should be retained.
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Neutral	The site does not contain any contaminated land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development

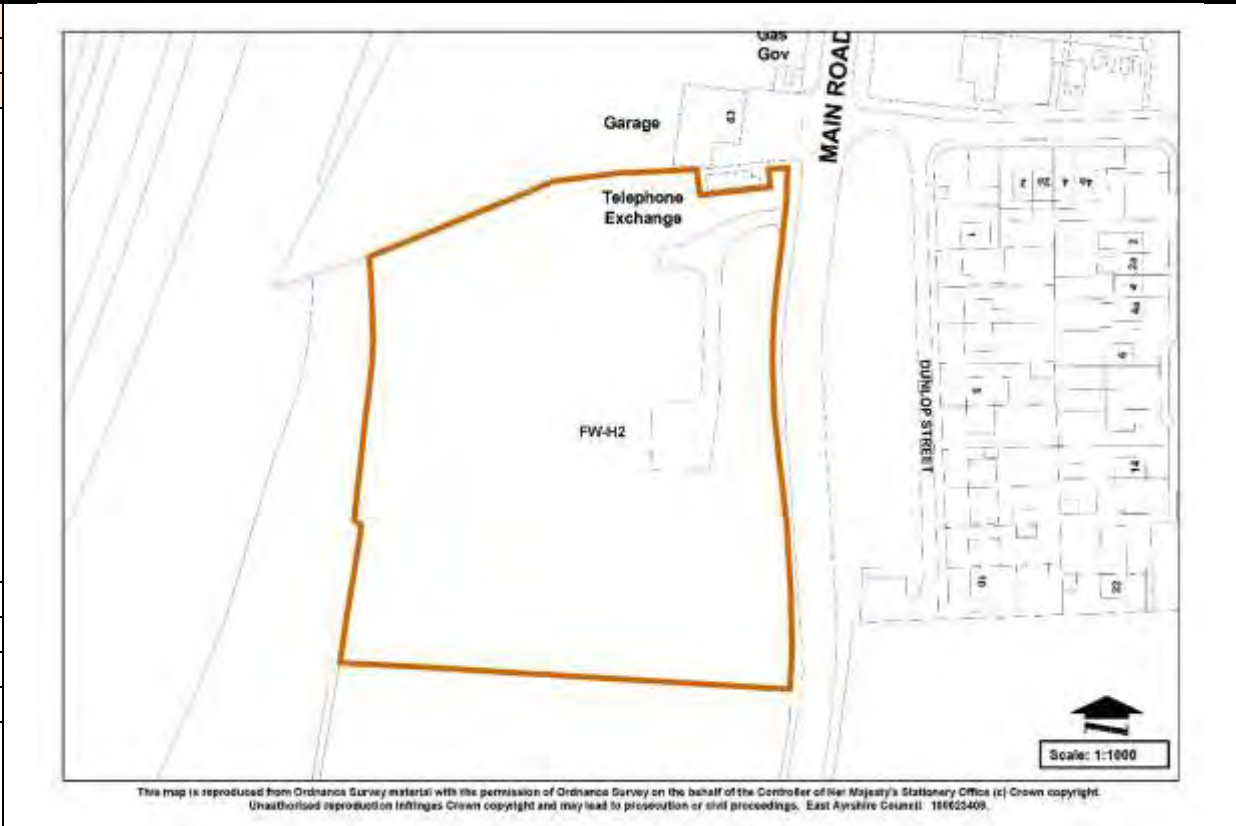
		would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, environmental impacts are likely to be neutral.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive/Negative	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route if utilised, would have positive environmental impacts on air quality. It is also noted that the site is within 160 yards of the M77 which is likely to have negative impacts on the residents in terms of air pollution from this important road. In overall terms, it is considered that the development may have both positive and negative impacts on air quality.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	There are two small areas to the south-east of site which are at low-medium risk of surface water flooding (present day). However, it is considered that this could be alleviated through appropriate design and layout within the development. In overall terms, this option is likely to have a neutral impact on the water environment, on the basis of impacts not being significant.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> 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. Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. In accordance with Policy CR1: Flood Risk Management, development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Negative	The site is in close proximity to a C listed building (39 Main Road). The site also borders Laigh Fenwick Conservation Area. An archaeological site/area intrudes into the site to the south-east. Development is likely to have a negative impact on these assets, although it is considered that this could be reduced through appropriate design. However, as a precaution, impacts are considered to be negative.
Mitigating Impacts on the Historic Environment		<ul style="list-style-type: none"> Development will be required to take into account the adjacent conservation area and the C listed buildings on the site, in terms of scale of development, design and materials. Development will be guided by the environmental policies of the LDP and relevant design guidance.
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	A core path borders the northern and eastern extent of the site in question. The site therefore has opportunity to access and integrate with active travel networks, having a positive impact on human

		health. The site is accessible and within a walkable distance of Fenwick’s and Laigh Fenwick’s main street and a SPT bus stop and route which could be utilised to access services and facilities. The site is located approximately 160 yards from the M77, having potentially negative implications on air quality and in turn human health. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just outwith the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. In overall terms, environmental impacts are likely to be both positive and negative in nature.
	Population	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	Positive/Negative	The site has adequate active travel network connections. A core path runs along the top and eastern side of the site which extends through Kilmarnock to the south and to Stewarton to the north. The site therefore has opportunity to access and integrate with active travel networks. If utilised this is likely to have positive impacts on climate, reducing greenhouse gas (GHG) emissions. The addition of 16 units is likely to increase private car use, despite opportunities for active travel, having a negative impact on climatic factors. The development of the site has no significant climate resilience implications in terms of flood risk. As such, the impacts are likely to be positive and negative. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. In overall terms, impacts on population are likely to be both positive and negative.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
Positive/Negative	The site was contained within the Rural Protection Area in the previous EALDP (2017) and LDP2 extends the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary. As such, the identification of this site would be contrary to this aim. However, a core path borders the northern and eastern extent of the site in question. The site therefore has opportunity to access and integrate with active travel networks, having a positive impact on material assets. The site is accessible and within a walkable distance of Fenwick’s and Laigh Fenwick’s main street and a SPT bus stop and route which could be utilised to access services and facilities. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just outwith the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. The site does not have any significant climate resilience implications relating to flood risk. In overall terms, environmental impacts are likely to be both positive and negative in nature.	

<p>Mitigating Impacts on the Social Environment</p>	<ul style="list-style-type: none"> • 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. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency. 					
<p>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</p>						
<p>Soil</p>	<p>Coal Authority Risk Assessment</p>	<p>N/A</p>	<p>Vacant and Derelict Land</p>	<p>No</p>	<p>Contaminated Land</p>	<p>No</p>
<p>Water</p>	<p>SEPA Flood Risk</p>					
<p>Access</p>	<p>Minor issues. Small pockets of low-medium risk surface water flooding.</p>					
<p>Consultee Comments</p>	<p>The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.</p> <p><u>NatureScot:</u> This is an open site located out with the settlement boundary of Laigh Fenwick, however, if well-designed, we consider that development could be accommodated here following detailed assessment. Any proposals should ensure cohesion with existing development, with housing having a positive interface with the B751 and lane to the north of the site. Proposals should maximise proximity to the cycle network (along lane to north), providing attractive connections to contribute to the wider network. There is semi-natural woodland along southern edge of site for which there should be an appropriate buffer provided.</p>					
<p>WWTW Capacity & Waste Water</p>	<p>Sufficient capacity to serve proposed 16 units. Combined sewer cuts into lower section of the site. Early engagement with Scottish Water's Asset Impact team is required to determine stand off distances that may be required.</p>					
<p>Water Supply</p>	<p>Sufficient capacity in current system.</p>					
<p>Short, Medium or Long Term and Cumulative Impacts</p>						
<p>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 if the development follows the Council's design guidance to create a sense of place..</p>						

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	FW-H2
Settlement	Fenwick
Address	Main Road, Fenwick
Description	<p>The site is located to the south-west of the settlement of Fenwick, adjacent to Dunlop Street.</p> <p>The site is accessible off of Main Road, Fenwick.</p> <p>The site was allocated within the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site.</p>
OS Grid Ref	NS4040NE
Existing Use	Brownfield
Proposed Use	Residential
Site Size	1.30 ha
Site Capacity	29 units (Indicative)



Planning History	19/0382/AMCPPP – Erection of 26 dwellings – Withdrawn; 16/0398/TP – Felling trees – Withdrawn; 16/0010/EIASCR – Proposed residential development – EIA not required; 16/0355/PPP – Residential development (up to 29 houses) – Approved with Conditions; 07/1033/FL – Erection of 20 detached dwellinghouses – Approved with Conditions;
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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>
	Negative	The site is located within the settlement boundary of Fenwick. The site is found within NatureScot's Landscape Character Assessment: "Agricultural Lowlands (66)". Key characteristics of this classification include predominantly pastoral cover, large towns and villages with historic cores, major road corridors and varying landscapes ranging from rural, to fragmented to urban fringe. Due to the

		location, scale and capacity of the site there is potential for its development to have significant environmental impacts on landscape, altering the character and setting of Fenwick and the wider surrounding landscape. The site sits on a prominent location, which backs onto the M77/A77 and is likely to have significant negative impacts on landscape without 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 has several trees within it protected by a TPO. Partial or wholesale loss of the trees would have a dramatic and significant negative impact on biodiversity, flora and fauna in this part of Fenwick. The site does not form part of the CSGN’s habitat networks. As a precaution, impacts are likely to be significant and 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>
	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 proposed residential use would proliferate private car use and passing traffic through the location, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of an existing SPT bus network, with opportunity to expand and integrate this network, there are likely to be significant positive impacts. The site is subject to various small areas of surface water flood risk (low-moderate). This could be mediated through appropriate design, layout and materials. As such, it is unlikely to have significant climate resilience implications. In overall terms, impacts are considered to be significant positive/negative in nature.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • Appropriate screening and planting should be utilised throughout the development in order to mitigate its impact on landscape character and setting. It should be ensured that sensitive screening is provided on the site to screen the site from the M77/A77. The new development should also be of a design that is innovative but blends with the existing urban character of the area. Should these mitigation measures be implemented then there are likely to be significant positive impacts.

		<ul style="list-style-type: none"> Existing trees and hedgerows should be retained. Where trees are lost as a result of this development, new trees and other natural features should be planted throughout the development to create a sense of place and also to encourage new forms of green infrastructure, habitat networks and biodiversity to be formed.
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Positive	The site contains a small area of contaminated land. The development of which could result in the removal and/or treatment of contaminated land, thus having significant positive impacts on 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 proposed residential use would proliferate private car use and passing traffic through the location, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of an existing SPT bus network, with opportunity to expand and integrate this network, this is likely to be significant positive impacts.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	The site is subject to various small area of surface water flood risk (low to medium; present day) to its western extents. This could be mediated through appropriate design, layout and materials. As such, it is unlikely to have significant climate resilience implications. In overall terms, impacts are considered to be significant positive/negative in nature.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> 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. Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. In accordance with Policy CR1: Flood Risk Management, development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Screened out at Stage 1 Assessment	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.
Mitigating Impacts on the Historic Environment		N/A. No impacts anticipated on the historic environment.

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>
	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 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 and in turn human health. Due to the proximity of the M77/A77, the site will be subject to traffic noise and vibration, which may be excessive during peak hours. This is likely to have significant negative impacts on Human Health and wellbeing. In overall terms, development of the site is likely to have largely negative impacts on human health.
	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 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 and in turn human health. The site is found within the settlement boundary but is peripheral in nature, not located close to transport hubs. Given the proposed use for the site (housing/residential) it will not encourage or contribute to employment opportunities within or outwith town centres. Its development will also not contribute to the regeneration of deprived areas. Overall, development of the site is likely to have significant positive and negative environmental impacts on population.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
Positive	Development of this site will result in increased amenity and recreational open space provision within the settlement of Fenwick. There is potential for the development of the site to increase and expand existing active travel networks, thus having a positive impact on material assets. The site is on a public bus route which will have positive impacts. It is unlikely, however, that the development will have significant impacts on waste. Overall, development of the site is likely to have significant positive environmental impacts.	
Mitigating Impacts on the Social Environment		<ul style="list-style-type: none"> The design of the site should try and provide as much natural screening as possible to lessen the impacts of road noise within the development. This should be also improved by using construction materials that reflect noise or insulate the internal layout of the house from excessive road noise and vibration. Should these mitigation measures be implemented then the effects are likely to be significant and both positive and negative, as road noise and potentially vibration will still be apparent when outside the house.

	<ul style="list-style-type: none"> 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. Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.
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Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	N/A	Vacant and Derelict Land	No	Contaminated Land	Yes
Water	SEPA Flood Risk	No significant water issues - Small area of low-high surface water flooding to west.				
Access	The site is accessible with opportunities to link the site with existing networks and routes.					
Consultee Comments	<u>SEPA</u> : No flood risk apparent.					

Short, Medium or Long Term and Cumulative Impacts

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 if the development follows the Council’s design guidance to create a sense of place. There is potential for the development of this site, in conjunction with other housing opportunity sites, to have significant cumulative impacts on landscape and biodiversity.

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	FW-H3
Settlement	Fenwick
Address	Stewarton Road
Description	<p>The site is located to the north-west of the settlement of Fenwick, adjacent to Blackfaulds Drive which is located to the east and Stewarton Road to the south.</p> <p>The site is accessible from Stewarton Road.</p> <p>The site was allocated within the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site.</p>
OS Grid Ref	NS4642NW
Existing Use	Greenfield - LDP1 allocation
Proposed Use	Housing development opportunity site
Site Size	1.98 ha
Site Capacity	10 units (indicative)
Planning History	15/0528/PPP – Residential development – Approved with Conditions;



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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>
	Negative	The site is located within the settlement boundary of Fenwick. The site is found within NatureScot's Landscape Character Assessment: "Agricultural Lowlands (66)". Key characteristics of this classification include predominantly pastoral cover, large towns and villages with historic cores, major road corridors and varying landscapes ranging from rural, to fragmented to urban fringe. Due to the location, scale and capacity of the site there is potential for its development to have significant environmental impacts on

		landscape, altering the character and setting of Fenwick and the wider surrounding landscape. The site sits on a prominent location, which backs onto the M77/A77 and is likely to have significant negative impacts on landscape without 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>
	Neutral	The site does not form part of the CSGN’s habitat networks, nor is it in close proximity to any other biodiversity related constraints. As such, no impacts are anticipated. Impacts considered but likely to be neutral.
	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, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population within the area. The proposed residential use would proliferate private car use and passing traffic through the location, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of an existing SPT bus network, with opportunity to expand and integrate this network, this is likely to have significant positive impacts. The site is subject to a small area of surface water flood risk (low-medium; present day) at its western boundary. This could be mediated through appropriate design, layout and materials. As such, it is unlikely to have significant climate resilience implications. In overall terms, impacts are considered to be significant positive/negative in nature.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • Appropriate screening and planting should be utilised throughout the development in order to mitigate its impact on landscape character and setting. It should be ensured that sensitive screening is provided on the site to screen the site from the M77/A77. The new development should also be of a design that is innovative but blends with the existing urban character of the area. Should these mitigation measures be implemented then there are likely to be significant positive impacts. • Existing trees and hedgerows should be retained. Where trees are lost as a result of this development, new trees and other natural features should be planted throughout the development to create a sense of place and also to encourage new forms of green infrastructure, habitat networks and biodiversity to be formed.

Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Screened out at Stage 1 Assessment	The site is not located in close proximity to any soil related constraints. The development of the site will not have positive or negative impacts on soil quality. Screened out at Stage 1.
	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 proposed residential use would proliferate private car use and passing traffic through the location, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of an existing SPT bus network, with opportunity to expand and integrate this network, this is likely to have significant positive impacts.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	The site is subject to a small area of surface water flood risk (low-high) at its western boundary. This could be mediated through appropriate design, layout and materials. As such, it is unlikely to have significant climate resilience implications. In overall terms, impacts are considered to be significant and neutral.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • In accordance with Policy CR1: Flood Risk Management, development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site. • A Flood Risk Assessment (FRA) will be required for this site.
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Screened out at Stage 1 Assessment	The site does not contain any cultural heritage assets. However, the site is in close proximity to historic assets such as listed buildings and archaeological sites/areas. There is potential for its development to detrimentally affect the setting of these historic assets. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
Mitigating Impacts on the Historic Environment		<ul style="list-style-type: none"> • Development will be required to respect the conservation area and nearby listed buildings, in terms of the scale of development, design and materials. Development will be guided by the environmental policies of the LDP and relevant design guidance.

		<ul style="list-style-type: none"> If there is likely to be an impact on archaeological resources, then mitigation measures should be put in place in consultation with Historic Environment Scotland and WoSAS. It is not possible to predict what the impact after mitigation will be as WoSAS's advice and mitigation requirements are unknown
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>
	Negative	Development of the site could also lead to increases in air pollution and noise as well as ambient light illumination from the status quo. 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 and in turn human health. Due to the proximity of the M77/A77, the site will be subject to traffic noise and vibration, which may be excessive during peak hours. This is likely to have significant negative impacts on Human Health and wellbeing. In overall terms, development of the site is likely to have largely negative impacts on human health.
	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 increases in air pollution and noise as well as ambient light illumination from the status quo. However, the site is close to a public transport route. There is an 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 site is found within the settlement boundary but is peripheral in nature, not located close to transport hubs. Given the proposed use for the site (housing/residential) it will not encourage or contribute to employment opportunities within or outwith town centres. Its development will also not contribute to the regeneration of deprived areas. Overall, development of the site is likely to have significant positive and negative environmental impacts on population.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	Positive	Development of this site will result in increased amenity and recreational open space provision within the settlement of Fenwick. There is potential for the development of the site to increase and expand existing active travel networks, thus having a positive impact on material assets. The site is on a public bus route which will have positive impacts. It is unlikely, however, that the development will have significant impacts on waste. Overall, development of the site is likely to have significant positive environmental impacts.
Mitigating Impacts on the Social Environment		<ul style="list-style-type: none"> The design of the site should try and provide as much natural screening as possible to lessen the impacts of road noise within the development. This should be also improved by using construction materials that reflect noise or insulate the internal layout of the house from excessive road noise and vibration. Should these mitigation measures be implemented then the effects are likely to be

	<p>significant and both positive and negative, as road noise and potentially vibration will still be apparent when outside the house.</p> <ul style="list-style-type: none"> • 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. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.
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Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	N/A	Vacant and Derelict Land	No	Contaminated Land	No
Water	SEPA Flood Risk	No significant water issues - Small area of low-high surface water flooding.				
Access	The site is accessible with opportunities to link the site with existing networks and routes.					
Consultee Comments	SEPA: FRA required. A small watercourse is shown running through the site. The developable extent of the site will need to be determined.					

Short, Medium or Long Term and Cumulative Impacts

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 significantly 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. There is potential for the development of this site in conjunction with other housing opportunity sites to have significant cumulative impacts on landscape and biodiversity.

FUTURE GROWTH SITE (RESIDENTIAL)

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	FW-F1(H)
Settlement	Laigh Fenwick
Address	Waterslap Road
Description	The site is located to the south of the settlement boundary of Laigh Fenwick and extends into the settlement itself. The site was not allocated as a development opportunity site within the previous EALDP (2017).. The site has no planning history.
OS Grid Ref	NS4642NW
Existing Use	Greenfield
Proposed Use	Future Growth (Residential)
Site Size	2.4 ha
Site Capacity	N/A
Planning History	N/A



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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>
	Negative	The site is classified as "Agricultural Lowlands" (NatureScot Character type 66). Key characteristics of this classification are the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. The scale of the

		proposed site is large and would constitute a significant extension to Laigh Fenwick which is a relatively small settlement. Therefore, it is considered that the development of this greenfield land is likely to have a significant detrimental impact on the landscape setting and character of the settlement. Impacts are likely to be negative.
	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 development of this site would result in the removal of greenfield habitat which also acts as a floodplain. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. NatureScot conclude that there is potential for otters and water voles at this location. In overall terms, it is considered to have adverse impacts, in opposition of 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	The site has adequate active travel network connections. A core path runs along the western side of the site which extends through Kilmarnock to the south and to Stewarton to the north. However, the addition of 26 units is likely to increase private car use, despite opportunities for active travel. As such, the impacts are considered to be adverse, having a negative impact on climatic factors. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on climate are likely to be positive and negative.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • Appropriate screening and planting should be utilised throughout the development in order to mitigate its impact on landscape character and setting. • Existing trees and hedgerows should be retained.
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Neutral	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. The soil type is categorised as non-calcareous gleys. In overall terms, impacts are likely to be neutral.
	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 by proliferating private car use as a result of increasing the residential population of the area. However, the site is accessible and within a walkable distance of Fenwick’s and Laigh Fenwick’s main street and a SPT bus stop and route; if utilised, these modes of travel would have positive environmental impacts on air quality. It is also noted that the site is within 185 yards of the M77 which is likely to have negative impacts on the residents in terms of air pollution from this important road. In overall terms, it is considered that the development may have both positive and negative impacts on air quality.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Negative	The site follows the boundary of the Fenwick Water. It is therefore at low-high risk of fluvial flooding in the 1 in 200 year event, with a large portion of the site to the south being covered by this risk. The Fenwick Water is a heavily modified water body. Water quality is rated poorly overall, as it is detrimentally impacted by rural sources of diffuse pollution. The site is also subject to a moderate area of surface water flooding (low-high risk) near the centre of the site. All flood risk is generally concentrated to the southern boundary of the site. There is potential capacity for development to the north-east and the north-west of the site. There is potential for flood risk to be managed through careful consideration, consultation with SEPA and appropriate layout and design (including SuDs). However, this is hard to determine at this stage. The development of the site could have significant climate resilience implications, with flood risk being exacerbated as a result of the site’s development and a changing climate. As such, as a precaution, impacts are likely to be negative, pending further investigation and consultation.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> • 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. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy sources to minimise carbon emissions. • In accordance with Policy CR1: Flood Risk Management, development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Negative	The site is in close proximity to a number of B listed building (12-20 Main Road). The site also borders Laigh Fenwick Conservation Area. An archaeological site/area intrudes into the site to the north. The site contains a number of protected trees (TPOs). As such, there is significant potential for the development of this site to have an adverse impact on the setting of the historic environment. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.

Mitigating Impacts on the Historic Environment		<ul style="list-style-type: none"> Development will be required to take into account the adjacent conservation area and the C listed buildings on the site, in terms of scale of development, design and materials. Development will be guided by the environmental policies of the LDP and relevant design guidance.
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	The site has adequate active travel network connections. A core path borders the site to the west. This path integrates with an extensive network that extends to Kilmarnock and Stewarton and beyond. The site therefore has the opportunity to access and integrate with active travel networks. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. The development of the site is likely to proliferate private car use, having a negative impact on air quality, and in turn population. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on population are likely to be positive and negative. In overall terms, environmental impacts on human health are likely to be both positive and negative.
	Population	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	Positive	The site has adequate active travel network connections. A core path borders the site to the west. This path integrates with an extensive network that extends to Kilmarnock and Stewarton and beyond. The site therefore has the opportunity to access and integrate with active travel networks. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. The development of the site is likely to proliferate private car use, having a negative impact on air quality, and in turn population. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on population are likely to be positive and negative.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	Negative	The site was contained within the Rural Protection Area in the previous EALDP (2017). LDP2 extends the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary. As such, the identification of this site would be contrary to this aim. This would be a significant extension to the settlement of Laigh Fenwick. However, a core path borders the western extent of the site in question. The site therefore has the opportunity to access and integrate with active travel networks, having a positive impact on material assets. The site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route which could be utilised to access services and facilities. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just out with the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. The site potentially has significant climate resilience implications relating to fluvial flood risk. In overall terms, environmental impacts are likely to be both positive and negative in nature.

<p>Mitigating Impacts on the Social Environment</p>	<ul style="list-style-type: none"> • 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. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency. 					
<p>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</p>						
<p>Soil</p>	<p>Coal Authority Risk Assessment</p>	<p>N/A</p>	<p>Vacant and Derelict Land</p>	<p>No</p>	<p>Contaminated Land</p>	<p>No</p>
<p>Water</p>	<p>SEPA Flood Risk</p>	<p>The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.</p>				
<p>Access</p>	<p>The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.</p>					
<p>NatureScot Comments</p>	<p><u>NatureScot:</u> This is a large site located out with the settlement boundary of Laigh Fenwick which would be a significant extension to the settlement. We consider that there will be landscape and visual impacts from existing housing, however, there may be capacity for development in the northern section of the site in line with existing development.</p> <p>Proposals should take into consideration the siting and layout of development. This site defines the south-eastern edge of development and proposals should include an appropriate landscape framework with a robust settlement edge. The semi-natural woodland along the north-western edge should be retained and incorporated into the landscape framework. The site appears to be used for informal recreation and there are opportunities to create a network of paths, maximising on the riverside location with active travel provision along Fenwick Water. This also presents opportunities to enhance and contribute to the blue/green network. There is potential for otters along the watercourse and water voles in the flat field/flood zone which should be taken into consideration.</p>					
<p>WWTW Capacity & Waste Water</p>	<p>Sufficient capacity in current system however early engagement needed with Scottish Water's Asset Impact team to determine stand off distances which may impact site viability.</p>					
<p>Water Supply</p>	<p>Sufficient capacity in current system.</p>					
<p>Short, Medium or Long Term and Cumulative Impacts</p>						
<p>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 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.</p>						

CEMETERY EXTENSION SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma

Site Ref	CEM6
Settlement	Fenwick
Address	Fenwick Cemetery
Description	<p>The site is located to the north of Fenwick. The site is found outwith the settlement boundary and proposes an extension area for the existing cemetery to which it is adjacent.</p> <p>The site is accessible from Skernieland Road, Fenwick.</p> <p>The site was previously identified as Proposal site within the former East Ayrshire Local Development Plan (2017).</p>
OS Grid Ref	NS4643NE
Existing Use	Undeveloped land within settlement
Proposed Use	Extension to existing cemetery
Site Size	0.7 ha
Site Capacity	N/A
Planning History	<p>18/0138/LD – Car parking for cemetery – Application Returned; 17/0193/PP – Car park and boundary fence – Approved; 22/0637/LDPU – The change of waste land (Fenwick Cemetery extension) into a community garden - Application Returned; 23/0237/PP – Change of use and formation of community garden – Application Returned; 23/0404/PP – Change of use and formation of community garden – Application Returned</p>



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Impacts on Environmental Receptors

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
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Natural Features	Neutral	The site is located to the north-east of Fenwick. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification are the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. This is a small scale site, the development of which, given the proposed use, is unlikely to alter landscape character of Fenwick. In overall terms, impacts are likely 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>
	Neutral	The site is contained within the CSGN’s acid grassland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. However, given the setting and scale of brownfield nature of the site and that the site is contained within the settlement boundary of Fenwick, it is unlikely that these habitats are of importance or value in terms biodiversity, flora and fauna. As such, impacts are considered to be neutral.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	Neutral	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. The proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network; if utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors. In terms of climate resilience, the site is unlikely to have any significant positive or negative impacts on the water environment as it is not subject to fluvial or significant surface water flood risk. Impacts on flood risk are therefore considered to be neutral. In overall terms, impacts on climatic factors are likely to be neutral.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> It should be ensured that the site is accessible as possible, directly linking to and where possible expanding existing cycling and walking routes, including core paths and rights of way.
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Screened out at Stage 1 Assessment	The site is not located in close proximity to soil related constraints. The development of the site will not have a detrimental impact on soil quality.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Neutral	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. The proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>

	Neutral	The site is subject to a small area of low-high surface water flood risk. However, given the proposed use of the site, it is unlikely to have significant implications. As such, impacts are considered to be neutral.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> 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.
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	Screened out at Stage 1 Assessment	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.
Mitigating Impacts on the Historic Environment		N/A. No impacts anticipated on the historic environment.
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>
	Neutral	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. The proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. If utilised, these travel routes are likely to have neutral impacts on air quality, and in turn climatic factors, and human health. The development of this site will not result in the loss of any safeguarded open space or CSGN habitat networks. In overall terms, impacts on human health are likely to be neutral.
	Population	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	Neutral	The proposed development and allocation of this site as a cemetery extension is unlikely to have significant positive or negative impacts on population.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	Positive	As outlined above, the site is considered to be sustainably located and as such it is unlikely to have any significant impacts on air quality, climatic factors, human health or population. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. The development is not likely to have any negative impacts in terms of core paths and other important routes (such as Rights of Way). It will not result in the loss of safeguarded open space or CSGN networks. The allocation of this space will enable more capacity within the Cemetery, which will have a positive impact on this necessary material asset.
Mitigating Impacts on the		N/A. No significant impacts anticipated which require mitigation.

Social Environment						
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints						
Soil	Coal Authority Risk Assessment	N/A	Vacant and Derelict Land	No	Contaminated Land	No
Water	SEPA Flood Risk	No significant flood risk implications – small area of surface water flood risk.				
Access	The site is accessible from Skernieland Road, Fenwick.					
Consultee Comments						
Short, Medium or Long Term and Cumulative Impacts						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during the development of this site. No long term or cumulative impacts are anticipated.						



East Ayrshire Council
Comhairle Siorrachd Àir an Ear

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