



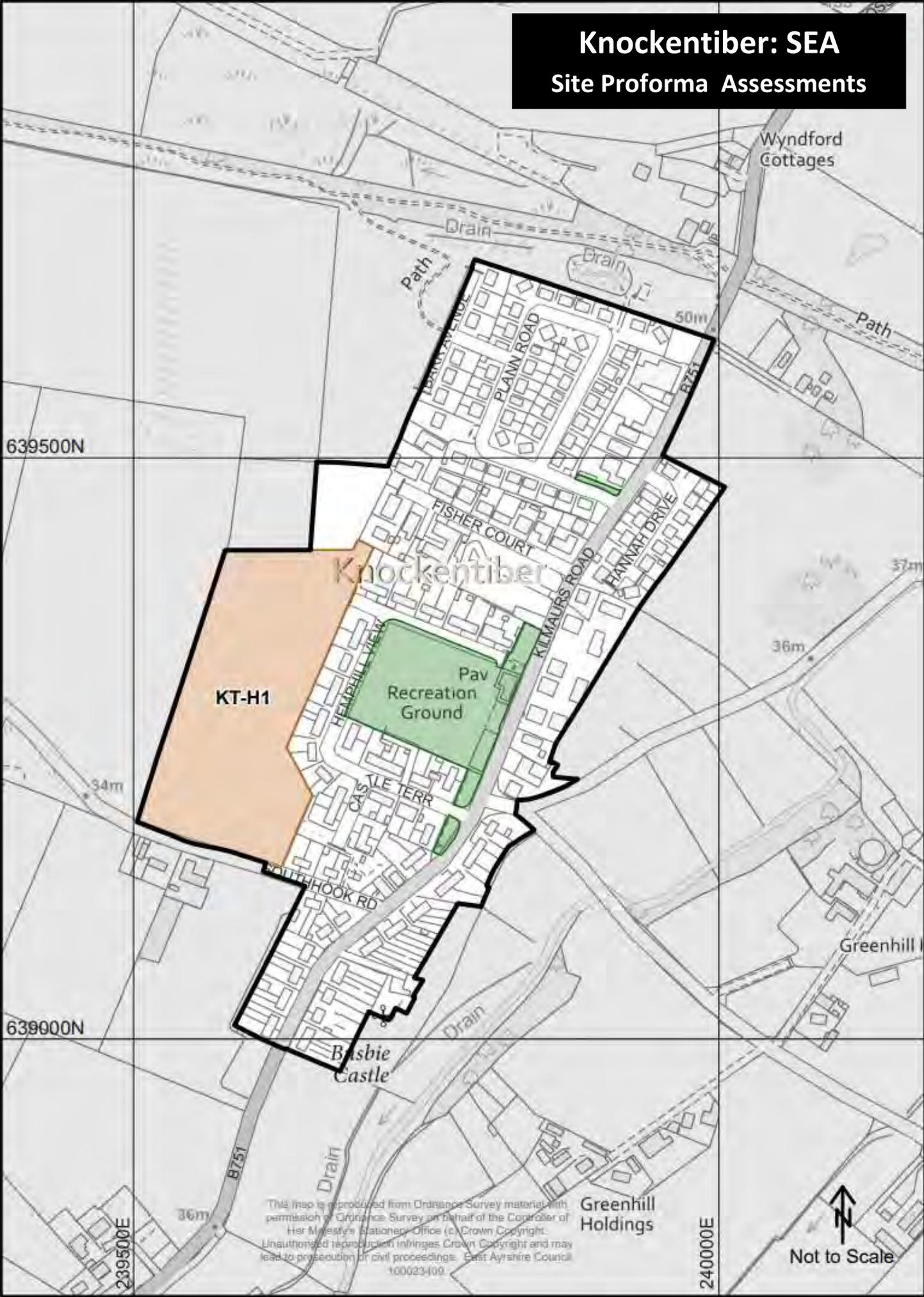
EAST AYRSHIRE COUNCIL

Local Development Plan 2

Environmental Report

2024

Knockentiber: SEA Site Proforma Assessments



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Greenhill Holdings

Not to Scale

List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
KNOCKENTIBER			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
KT-H1	Residential	Southhook Road, Knockentiber	N/A

Strategic Environmental Assessment

Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
GALSTON		
RESIDENTIAL		
KT-H1: Southhook Road, Knockentiber	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	

Policy	Landscape & Geology	Biodiversity, Flora & Fauna	Climatic Factors	Soil	Air	Water	Cultural Heritage	Health	Population	Material Assets
RESIDENTIAL										
KT-H1: Southhook Road, Kilmaurs	SN	SN	SP/N	SP/N	SP/N	N		SP/N	SP/N	SP/N

Stage 1 Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

KT-H1: Southook Road, Knockentiber		
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. 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 and biodiversity, flora and fauna.	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, water, air quality (due to the proliferation of private car use and potential pollution) 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 certain natural resources (soil, water and 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 this 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.

Stage 2 Assessments – Site Proforma Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	KT-H1
Settlement	Knockentiber
Address	Land adjacent to Southhook Road
Description	The site is a moderately sized greenfield site located outwith the settlement boundary to the west of Knockentiber. The site was not allocated within the previous EALDP (2017). The site does not have a planning history.
OS Grid Ref	NS3939SE
Existing Use	Vacant amusement park and agricultural land
Proposed Use	Residential
Site Size	3.1 ha
Site Capacity	86 units (Indicative)
Planning History	N/A



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 is 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.. Development on

		<p>this site would result in loss of open green space and locally important good quality agricultural land. The site is relatively small scale, however, when considered against the scale of Knockentiber, its development would constitute a moderate extension to the settlement, having a detrimental impact on the character of the small settlement. As such, impacts on landscape are considered to be negative.</p>
	Biodiversity, Flora & Fauna	<p><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></p>
	Negative	<p>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 may have an adverse impact on biodiversity, flora and fauna. 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).</p>
	Climatic Factors	<p><i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i></p>
	Positive / Negative	<p>Development on 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 stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In terms of climate resilience, the site should appropriately consider the surface water constraints which border the site, as these could be exacerbated under a changing climate. In overall terms, environmental impacts on climate are likely to be both positive and negative</p>
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 methods to minimise carbon emissions.
Natural Resources	Soil	<p><i>To protect and improve soil and land resources.</i></p>
	Positive / Negative	<p>Coal Development Risk in the whole site is High, and there are several coal seams in the area. The development of the site is likely to have detrimental impacts as a result of previous mining activity. The site contains an area of potential contamination to the south. The development of the site is likely to result in the treatment and/or removal of contaminated land, having a positive impact on soil quality. Development would result in the loss of important soil resources as the land is designated as "Locally Important Good Quality" Agricultural Land, having a negative impact on soil. The development of this</p>

		site would not result in the loss of carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of the site are likely to be both positive and negative.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive / Negative	Development on 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 stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, environmental impacts on air quality are likely to be both positive and negative.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	Although there is no substantial flood risk in the site, there is an area of low to medium surface water flood risk to the south-east and southwest. It is considered that any detrimental impacts within the site could be alleviated with appropriate mitigation. As such, impacts on the water environment are likely to be neutral, subject to appropriate mitigation (design, layout, SuDS).
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> • 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. • 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 methods to minimise carbon emissions. • The LDP contains a robust policy framework which protects the water environment and a Flood Risk Management policy which requires all development proposals to be assessed against the Flood Risk Framework and outlines the requirement for a Flood Risk Assessment which may be necessary. • In accordance with Policy CR1 development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.
	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>

Historic Environment	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		<ul style="list-style-type: none"> 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>
	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. However, as the site is relatively close to the main north/south road through Knockentiber and a range of bus stops, its development is considered to be more sustainable than a more peripheral site. The site is close to public transport and is within walking distance of an area of green open space in the centre of the settlement, which may encourage an active lifestyle. 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 on this site is likely to have negative impacts on population and 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 stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. The site is currently constrained by some flood risk, having a potentially detrimental impact on population. In overall terms, the anticipated impacts on population are likely to be positive and negative impact.
	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).. LDP2 extends the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is a greenfield site, the development of which is not generally supported. Development on this site is likely to have negative impacts on material assets by proliferating private car use as a result of increasing the residential population of the area. There is opportunity to integrate with and expand existing active travel networks around Knockentiber, having a positive impact on material assets. There is potential for the site to have climate resilience implications as a result of surface water flood risk.. This could have a

		detrimental impact on material assets under a changing climate if inappropriately developed. The development of the site would also constitute a significant extension to the settlement of Knockentiber, putting substantial pressure on existing facilities, amenities and services. In overall terms, impacts on material assets are likely to be both positive and negative.			
Mitigating Impacts on the Social Environment		<ul style="list-style-type: none"> • 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. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency. 			
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints					
Soil	Coal Authority Risk Assessment	High Risk	Vacant and Derelict Land	No	Contaminated Land Yes
Water	SEPA Flood Risk	No flood risk comments have been raised.			
Access	The site is accessible and integrated within public transport, National Cycle Network and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.				
Consultee Comments	<p><u>NatureScot:</u> This is a greenfield site located out with the settlement boundary for Knockentiber. The site contributes to the rural setting of the surrounding area and development here would set an unfortunate precedent for further development west of Knockentiber, further eroding the rural setting. Should this site be allocated alongside Site 40, there would be a significant extension to the urban character with adverse landscape and visual effects. Proposals should strengthen the landscape framework, ensuring a robust and defensible settlement boundary and enhancing the gateway to Knockentiber. The land rises to the north of the site therefore we recommend that careful consideration is given to the siting and layout of development. A masterplan approach should be taken if Site 40 is also allocated to maintain cohesion across the site and with existing development. There is an opportunity to create active travel connections which link into the strategic network along National Cycle Route 73.</p>				
WWTW Capacity & Waste Water	Sufficient capacity for proposed units.				
Water Supply	Sufficient capacity in current system.				
Short, Medium or Long Term and Cumulative Impacts					

This is a greenfield site outwith the Knockentiber settlement boundary, within the Rural Protection Area. Development on this site would result in loss of prime quality agricultural land and severe impact on landscape. There is some flood risk in the area, areas of potential contamination exist, and there is a high Coal Authority Development Risk throughout the site. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development on this site would be integrated within the National Cycle Network and Core Paths, the expected increased private car use would have an overall adverse impact on air quality and climate. In accordance with NatureScot's comments, proposals should strengthen the landscape framework, ensuring a robust and defensible settlement boundary and enhancing the gateway to Knockentiber, adopting a masterplan approach. It is also noted that the land rises to the north of the site therefore it is recommended that careful consideration is given to the siting and layout of development. In overall terms, environmental impacts are likely to be both positive and negative.



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