



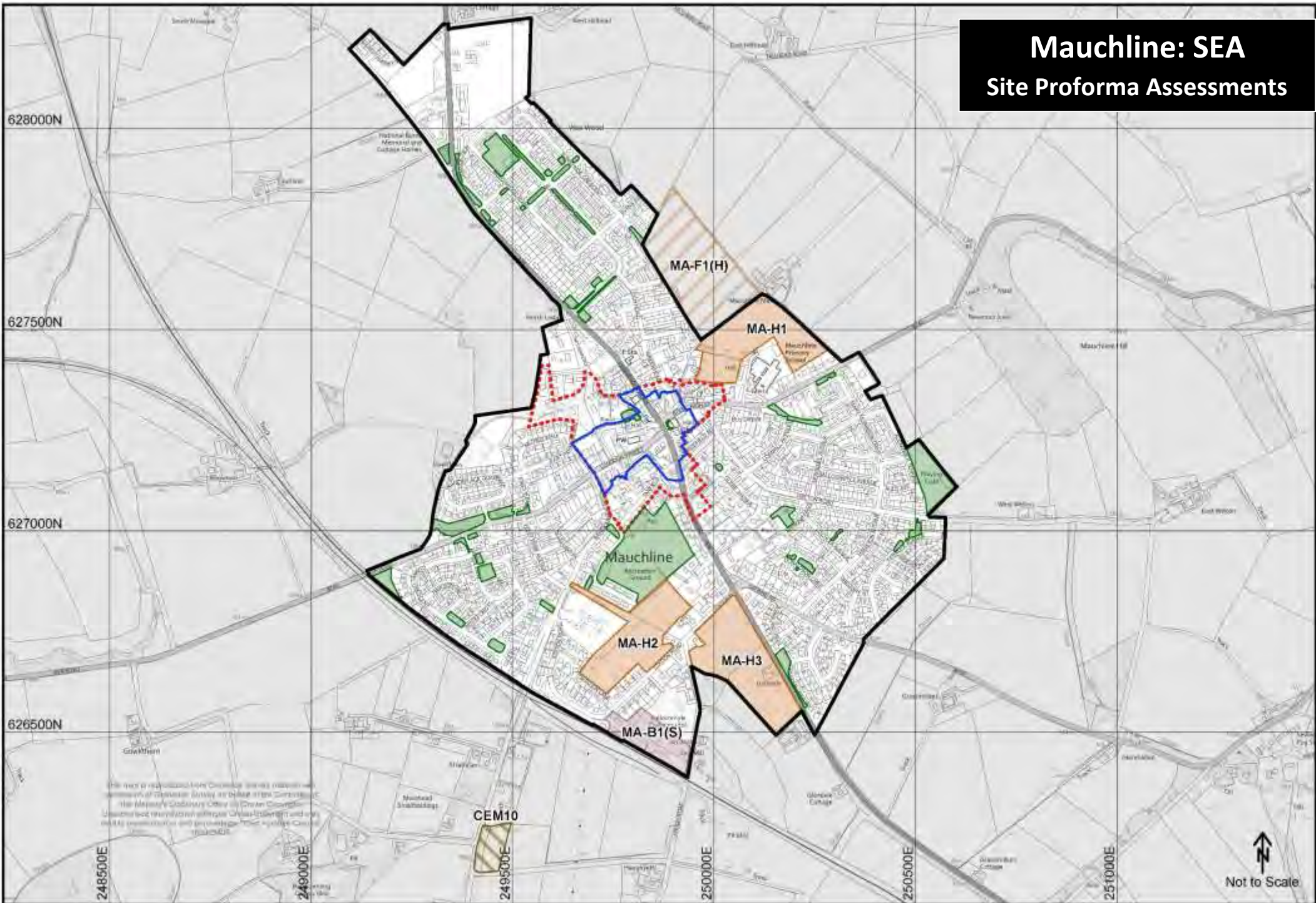
EAST AYRSHIRE COUNCIL

# Local Development Plan 2

# Environmental Report

2024

# Mauchline: SEA Site Proforma Assessments



## List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
MAUCHLINE			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
<b>MA-H1</b>	Residential	Sorn Road, Mauchline	
<b>MA-H2</b>	Residential	Station Road (North), Mauchline	335H
<b>MA-H3</b>	Residential	Station Road (South), Mauchline	
<b>MA-F1(H)</b>	Future Growth (Residential)	Sorn Road (North), Mauchline	
<b>MA-B1(S)</b>	Business & Industry	Station Road Industrial Estate, Mauchline	042B
<b>CEM10</b>	Cemetery Extension	Mauchline Cemetery, Mauchline	PROP19

## Strategic Environmental Assessment

## Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
<b>MAUCHLINE</b>		
<b>RESIDENTIAL</b>		
<b>MA-H1:</b> Sorn Road, Mauchline	Yes	Yes
<b>MA-H2:</b> Station Road (North), Mauchline	Yes	Yes
<b>MA-H3:</b> Station Road (South), Mauchline	Yes	Yes
<b>FUTURE GROWTH (RESIDENTIAL)</b>		
<b>MA-F1(H):</b> Land to north of Mauchline Primary School, Mauchline	Yes	Yes
<b>BUSINESS &amp; INDUSTRY</b>		
<b>MA-B1(S):</b> Station Road Industrial Estate, Mauchline	Yes	No
<b>CEMETERY EXTENSION</b>		
<b>CEM10:</b> Mauchline Cemetery, Mauchline	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>										
MA-H1: Sorn Road, Mauchline	SN	N	SP/N	SN	SP/N	N	SN	SP/N	SP/N	SP/N
MA-H2: Station Road (North), Mauchline	N	N	SP/N	X	SP/N	X	X	SP/N	SP/N	SP/N
MA-H3: Station Road (South), Mauchline	SN	SN	SP/N	SP/N	SP/N	X	X	SP/N	SP/N	SP/N
<b>FUTURE GROWTH (RESIDENTIAL)</b>										
MA-F1(H): Sorn Road (North), Mauchline	SN	N	SP/N	SN	SP/N	X	SN	SP/N	SP/N	SP/N
<b>CEMETERY EXTENSION</b>										
CEM10: Mauchline	N	SN	N	SN	N	X	X	N	N	SP

## Stage 1 Assessment Tables

## RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

<b>MA-H1: Sorn Road, Mauchline</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 developing on this site in terms of landscape, geology and climatic factors. There is a presumption that these impacts will be negative or positive/negative in nature. Impacts in terms of biodiversity are not anticipated to be significant. 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 soil, 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. Significant impacts in terms of the water environment are not anticipated. Screened out at Stage 1.	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.
Historic Environment	Significant environmental impacts on the historic environment are anticipated for this site, in particular due to the presence of a WoSAS archaeological area/site. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on this 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.

<b>MA-H2: Station Road (North), Mauchline</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 developing on this site in terms of climatic factors. There is a presumption that these impacts will be negative or positive/negative in nature. Impacts in terms of biodiversity and landscape are not anticipated to be significant. 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 and negative in nature. Significant impacts in terms of the water environment and soil are not anticipated. Screened out at Stage 1.	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.
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.
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<b>MA-H3: Station Road (South), Mauchline</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 developing on this site in terms of landscape, geology, biodiversity, flora and fauna as well as climatic factors and landscape. 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 soil, 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. Significant impacts in terms of the water environment are not anticipated. Screened out at Stage 1.	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.
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.

**FUTURE GROWTH SITE (RESIDENTIAL)**

<b>MA-F1(H): Sorn Road (North), Mauchline</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 developing on this site in terms of climatic factors and landscape. There is a presumption that these impacts will be negative in nature. Significant impacts on biodiversity, flora and fauna are not anticipated. 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 soil, 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. Significant impacts on the water environment are not anticipated. Screened out at Stage 1.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil, air and water). 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 will be negative.	Yes. There are likely to be significant environmental impacts on this historic environment.
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)**

<b>CEM10: Mauchline Cemetery, near Mauchline</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 unlikely to be significant environmental impacts as a result of developing on this site in terms of climatic factors or landscape. Impacts on biodiversity may be anticipated, as a precaution there is a presumption that these will be negative. 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 soil quality. There is a presumption that impacts will be negative in nature. However, impacts on the water environment and air quality are not anticipated but 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	Yes, environmental impacts on the historic environment are anticipated for this site as a result of the site being contained within Dumfries House Estate GDL. This should be considered in further detail at Stage 2 assessment.	Yes. As outlined above.
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. As outlined above.

Stage 2 Assessments – Site Proforma Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	MA-H1
Settlement	Mauchline
Address	Sorn Road
Description	The site is located to the north-west of Mauchline and is located outwith the settlement boundary. The site is bounded to the south by the extents of Mauchline Primary School. To the north of the site is Mauchline Mains farm steading. The site is accessible off of Sorn Road and the access track to Mauchline Mains farm steading. The site was not found within any previous East Ayrshire Local Development Plan (2017) development opportunity designations.
OS Grid Ref	NS5027NW
Existing Use	Greenfield
Proposed Use	Residential
Site Size	3.5 ha
Site Capacity	92 units (Indicative)
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>
	<b>Negative</b>	The site is located to the south of Mauchline and is outwith the settlement boundary . The site is classified as "Agricultural Lowland" (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. This is a prominent periphery site, the development of which could alter the landscape character of Mauchline, given it's scale. Landscape impacts are considered to be significantly negative. There is potential for significant cumulative impacts if this site is developed alongside other nearby housing sites.
	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 not contained within any CSGN networks. As such, its development would likely not result in the loss and/or fragmentation of these habitats in opposition to the objectives of the SEA. The site is not in close proximity to any important biodiversity related designations. 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>
	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 population within the area, having a negative impact on air quality and climatic factors. The site is in close proximity to existing SPT bus network, and associated bus stops, this is likely to have significant positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is not subject to fluvial or surface water flood risk, so its development will have no significant implications. In overall terms, impacts are considered to be significantly positive and negative in nature.
Mitigating Impacts on Natural Features		<ul style="list-style-type: none"> <li>It should be ensured that the site is as accessible as possible, directly linking to and where possible expanding 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>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Negative	The site is contained within the Coal Authority's Low Development Risk Area. There is therefore potential for its development to have detrimental impacts on soil. The site is also contained within "Locally Important Good Quality" agricultural land, the loss of which is contrary to SEA objectives and irreversible. The site is not located in close proximity to any other significant soil related constraints. Impacts are considered to be negative, before the implementation of appropriate mitigation.
	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 population within the area, having a negative impact on air quality and climatic factors. The site is in close proximity to existing SPT bus network, and associated bus stops, this is likely to have significant

		positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Neutral</b>	The site is not subject to fluvial flood risk. The site is subject to a small area of surface water flood risk to the west. No significant impacts in terms of the water environment are anticipated as a result of the potential development of this site. See SEPA comments below.
<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>• LDP contains a robust and effective policy framework which protects and preserves soil quality and prime agricultural land. Any proposals will be required to accord with this policy framework.</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> <li>• A Flood Risk Assessment (FRA) will be required.</li> <li>• Sufficient measures to protect the site from surface water runoff from neighbouring farmland will be required to be integrated into any subsequent proposal.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Negative</b>	The site is not located in within a WoSAS archaeological area/site. The development of which could have significant negative impacts on this asset without appropriate mitigation. As a precaution, impacts are therefore considered to be negative.
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>• 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.</li> <li>• The provision of new open space should conform to the guidelines within the New Development Design guidance and should offer both recreation and amenity open space which creates a sense of place.</li> </ul>

<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 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. 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/Negative</b>	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. Overall, development of the site is likely to have significant positive and negative environmental impacts.				
<b>Social Environment</b>	<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 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 and negative environmental 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> <li>• New development should provide and integrate into public transport network with bus stops in order to ensure that sustainable transport is integrated into the new development.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	No
<b>Water</b>	SEPA Flood Risk	Potential flood risk implications require investigation				
<b>Access</b>	The site is accessible off of the Sorn Road and a farm track.					
<b>Consultee Comments</b>	SEPA: FRA required. Surface water hazard. Surface water flood risk from run off from steeply sloping farmland to the north. Minor watercourse runs through the site which is potentially connected to the watercourse at Mauchline Mains					

	<p>farm. This would require a connecting culvert under the site. The FRMA will need to satisfy itself that any proposed development has suitable mitigation in place to protect against surface water runoff from the neighbouring farmland.</p>
<p><b>WWTW Capacity &amp; Waste Water</b></p>	<p>Water - Sufficient capacity at Afton WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development, Scottish Water will require a Strategic Water Assessment to be conducted for the catchment.</p> <p>Wastewater - Sufficient capacity at Mauchline WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development Scottish Water will require a Strategic Drainage Assessment to be conducted for the catchment.</p>
<p><b>Water Supply</b></p>	
<p><b>Short, Medium or Long Term and Cumulative Impacts</b></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 and/or positive and negative 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> <p>This is a prominent periphery site, the development of which could alter the landscape character of Mauchline, given it's scale. Landscape impacts are considered to be significant negative. There is potential for significant cumulative impacts if this site is developed alongside other nearby housing sites.</p>	

# Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>MA-H2</b>
<b>Settlement</b>	Mauchline
<b>Address</b>	Station Road
<b>Description</b>	<p>The site is centrally located within the settlement of Mauchline. The site is bounded to the south by the extents of Station Lane and Station Road. To the north of the site is Beechgrove Road and a large area of recreational ground. The site is accessible off of Sorn Road and the access track to Mauchline Mains farm steading.</p> <p>The site was a previous East Ayrshire Local Development Plan (2017) housing development opportunity site.</p>
<b>OS Grid Ref</b>	NS4926NE
<b>Existing Use</b>	Greenfield –LDP1 allocation
<b>Proposed Use</b>	Residential
<b>Site Size</b>	3.4 ha
<b>Site Capacity</b>	95 units (Indicative)
<b>Planning History</b>	18/0004/PREAPP – Major application for around 92 new build homes – Approved; 04/0971/FL – Proposed erection of unheated conservatory – Approved; 21/0010/PREAPP – Proposed residential development, associated infrastructure, access, landscaping and all other associated ancillary works – Approved with Conditions; 21/0010/EIASCOR – Screening opinion for proposed residential development – EIA not required



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## 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 classified as "Agricultural Lowland" (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. However, the site is centrally

		located within Mauchline. As such, its development is unlikely to have significant impacts on landscape or geology. Impacts are considered to be neutral.
	<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 is contained within the CSGN's woodland network (high dispersal; core; non-core) and 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 contextual nature of the site and that the site is contained centrally within the settlement boundary of Mauchline, it is unlikely that these habitats are of importance or value in terms of biodiversity, flora and fauna. As such, impacts are considered 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>	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 population within the area, having a negative impact on air quality and climatic factors. The site is adjacent to an existing SPT bus network, and associated bus stops, this is likely to have significant positive impacts on air quality and GHG emissions. The site is centrally and sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is not subject to fluvial or surface water flood risk, so its development will have no significant implications. In overall terms, impacts are considered to be significantly negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is as accessible as possible, directly linking to and where possible expanding 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>• Development of the site should try to ensure that as many of the trees as possible are kept, especially those that act as natural screening against the bypass.</li> <li>• Where trees are lost as a result of this development, the design of the development should add new natural landscape features, including trees and other natural planting throughout the development 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 loss.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of soil are anticipated as a result of the potential development of this site.
	<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 population

		within the area, having a negative impact on air quality and climatic factors. The site is adjacent to an existing SPT bus network, and associated bus stops, this is likely to have significant positive impacts on air quality and GHG emissions. The site is centrally and sustainably located and is within walking distance of basic amenities and services.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<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 will result in the loss of a large area of recreational open space within this area which will reduce recreational facilities in the area. 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. 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/Negative</b>	Development of this site will result in the loss of a large area of recreational open space within this area which will reduce recreational facilities in the area. 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. 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/Negative</b>	Development of this site will result in the loss of a large area of recreational open space within this area which will have a negative impact on open space provision in the area. However, 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 and negative environmental 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> <li>• New development should provide and integrate into public transport network with bus stops in order to ensure that sustainable transport is integrated into the new development.</li> <li>• Development of the site should try to ensure that as many of the trees as possible are kept, especially those that act as natural screening against the bypass.</li> <li>• Where trees are lost as a result of this development, the design of the development should add new natural landscape features, including trees and other natural planting throughout the development 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 loss.</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 flood risk implications.				
<b>Access</b>	The site is accessible off of Station Road and Barskimming Road, Mauchline.					
<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 significantly positive and/or positive and negative 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

<b>Site Reference</b>	<b>MA-H3</b>
<b>Settlement</b>	Mauchline
<b>Address</b>	Station Road
<b>Description</b>	<p>The site located to the south of the A76. The site is outwith the settlement boundary of Mauchline.</p> <p>The site is accessible from the A76 and Station Road.</p> <p>The site was not within any previous East Ayrshire Local Development Plan (2017) development opportunity allocations.</p>
<b>OS Grid Ref</b>	NS5026NW
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Residential
<b>Site Size</b>	4.2 ha
<b>Site Capacity</b>	105 units (Indicative)



**Planning History** N/A

### Impacts on Environmental Receptors

<b>Natural Features</b>	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is located to the south of Mauchline and is outwith the settlement boundary. The site is classified as "Agricultural Lowland" (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. This is a prominent periphery site, the development of which could alter the landscape character of Mauchline, given it's scale. Landscape impacts are considered to be significantly negative. There is potential for significant cumulative impacts if this site is developed alongside other nearby housing sites.

	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 is contained within the CSGN's woodland network (high dispersal; core; non-core) and acid grassland network (high dispersal; moderate dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. The site is not located within the settlement boundary and is periphery. There is potential for the development of this site to result in the loss of habitats. As a precaution, impacts on biodiversity, flora and fauna are considered to be negative.
	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, which will in turn increase greenhouse gas emissions, as a result of increasing the population within the area, having a negative impact on air quality and climatic factors. The site is adjacent to an existing SPT bus network, and associated bus stops, this is likely to be significant positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is not subject to fluvial or surface water flood risk, so its development will have no significant implications. In overall terms, impacts are considered to be significant negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• 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.</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>Positive/Negative</b>	The site is contained within the Coal Authority's Low Development Risk Area. There is therefore potential for its development to have detrimental impacts on soil. The site is bordered by a large area of contaminated land, a small portion of which is found within the site itself. The development of this site could result in the removal and or treatment of contaminated land which would have a positive impact on soil quality. The site is not located in close proximity to any other significant soil related constraints. In overall terms, impacts are considered to be significantly positive and negative.
	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 population within the area, having a negative impact on air quality and climatic factors. The site is adjacent to an existing SPT bus network, and associated bus stops, this is likely to have significant positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<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>• LDP contains a robust and effective policy framework which protects and preserves soil quality. The LDP promotes the treatment and removal of contaminated land in order to improve soil quality.</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> <li>• The applicant should demonstrate that consideration has been given to potential leachate and nuisance (odour) from closed former landfill site (Haugh Farm, Mauchline, NS 4969 2528)</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 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. 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/Negative</b>	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. 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/Negative</b>	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 and negative environmental 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> <li>• New development should provide and integrate into public transport network with bus stops in order to ensure that sustainable transport is integrated into the new development.</li> <li>• The applicant should demonstrate that consideration has been given to potential leachate and nuisance (odour) from closed former landfill site (Haugh Farm, Mauchline, NS 4969 2528)</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	No flood risk implications.				
<b>Access</b>	The site is accessible off of the A76.					
<b>Consultee Comments</b>	SEPA: No flood risk apparent. Co-location - A closed former landfill site is located at (Haugh Farm, Mauchline, NS 4969 2528) No history of issues but former landfills have potential to cause nuisance through odour and leachate beyond the site boundary.					
<b>WWTW Capacity &amp; Waste Water</b>	Asset Conflict - There is a foul sewer running through the middle of the site, east to west. The developer should contact our Asset Impact Assessment Team to discuss whether the sewer can be diverted, otherwise its location may affect the layout of the site.  Water - Sufficient capacity at Afton WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development, Scottish Water will require a Strategic Water Assessment to be conducted for the catchment.  Wastewater - Sufficient capacity at Mauchline WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development, Scottish Water will require a Strategic Drainage Assessment to be conducted for the catchment.					
<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 significantly positive and/or positive and negative 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.

This is a prominent periphery site, the development of which could alter the landscape character of Mauchline, given its scale. Landscape impacts are considered to be significantly negative. There is potential for significant cumulative impacts if this site is developed alongside other nearby housing sites.

**FUTURE RESIDENTIAL GROWTH SITE(S)**

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>MA-F1(H)</b>
<b>Settlement</b>	Mauchline
<b>Address</b>	Sorn Road (North), Mauchline
<b>Description</b>	<p>The site is located to the north-west of Mauchline and is located outwith the settlement boundary.</p> <p>The site is accessible off of Burns Avenue, Loch Road and the access track to Mauchline Mains farm steading.</p> <p>The site was not found within any previous East Ayrshire Local Development Plan (2017) development opportunity designations.</p>
<b>OS Grid Ref</b>	NS4927NE
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Residential
<b>Site Size</b>	5.07 ha
<b>Site Capacity</b>	N/A
<b>Planning History</b>	N/A



### Impacts on Environmental Receptors

<b>Natural Features</b>	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is located to the south of Mauchline and is outwith the settlement boundary . The site is classified as "Agricultural Lowland" (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. This is a prominent periphery site, the development

		of which could alter the landscape character of Mauchline, given it's scale. Landscape impacts are considered to be significantly negative. There is potential for significant cumulative impacts if this site is developed alongside other nearby housing sites.
	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>Neutral</b>	The site is not contained within any CSGN networks. As such, its development would likely not result in the loss and/or fragmentation of these habitats in opposition to the objectives of the SEA. The site is not in close proximity to any important biodiversity related designations. 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>
	<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 population within the area, having a negative impact on air quality and climatic factors. The site is in close proximity to existing SPT bus network, and associated bus stops, this is likely to have significant positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is not subject to fluvial or surface water flood risk, so its development will have no significant implications. In overall terms, impacts are considered to be significant positive and negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is as accessible as possible, directly linking to and where possible expanding 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>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	<b>Negative</b>	The site is contained within the Coal Authority's Low Development Risk Area. There is therefore potential for its development to have detrimental impacts on soil. The site is also contained within "Locally Important Good Quality" agricultural land, the loss of which is contrary to SEA objectives and irreversible. The site is not located in close proximity to any other significant soil related constraints. Impacts are considered to be negative, before the implementation of appropriate mitigation.
	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 population within the area, having a negative impact on air quality and climatic factors. The site is in close proximity to existing SPT bus network, and associated bus stops, this is likely to be significant positive impacts on air quality and GHG emissions. Although it is quite periphery, the site is sustainably located and is within walking distance of basic amenities and services.

	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<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>• LDP contains a robust and effective policy framework which protects and preserves soil quality and prime agricultural land. Any proposals will be required to accord with this policy framework.</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>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Negative</b>	The site is not located in within a WoSAS archaeological area/site. The development of which could have a significant negative impacts on this asset without appropriate mitigation. As a precaution, impacts are therefore considered to be negative.
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>• 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.</li> <li>• The provision of new open space should conform to the guidelines within the New Development Design guidance and should offer both recreation and amenity open space which creates a sense of place.</li> </ul>
<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 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. 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 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. Overall, development of the site is likely to have significant positive and negative environmental impacts.				
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>				
	Positive/Negative	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 and negative environmental 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> <li>• New development should provide and integrate into public transport network with bus stops in order to ensure that sustainable transport is integrated into the new development.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
Soil	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	No
Water	SEPA Flood Risk	No flood risk issues.				
Access	The site is accessible off of Burns Avenue, Loch Road and the access track to Mauchline Mains farm stading.					
Consultee Comments						
WWTW Capacity & Waste Water	<p>Water - Sufficient capacity at Afton WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development, Scottish Water will require a Strategic Water Assessment to be conducted for the catchment.</p> <p>Wastewater - Sufficient capacity at Mauchline WWTW. Due to the significant number of potential sites proposed in Mauchline and the varying impacts related to different combinations of cumulative development, Scottish Water will require a Strategic Drainage Assessment to be conducted for the catchment.</p>					
Water Supply						
<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 significantly positive and/or positive and negative 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.

**CEMETERY EXTENSION SITE(S)**

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

<b>Site Ref</b>	<b>CEM10</b>
<b>Settlement</b>	<b>Mauchline</b>
<b>Address</b>	Mauchline Cemetery
<b>Description</b>	<p>The site is located to the south of Mauchline. 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 the Kilwinning Road.</p> <p>The site was identified as Proposal site within the previous East Ayrshire Local Development Plan (2017).</p>
<b>OS Grid Ref</b>	NS4926SW
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Extension to existing cemetery
<b>Site Size</b>	0.8 ha
<b>Site Capacity</b>	N/A



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<b>Planning History</b>	N/A	
<b>Impacts on Environmental Receptors</b>		
<b>Natural Features</b>	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is located to the south of Mauchline, and is located outwith the settlement boundary. The site is classified as “Agricultural Lowland” (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. This is a small scale site, the development of which, given the proposed use, is unlikely to alter landscape character. 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>
	<b>Negative</b>	The site is also contained within the CSGN’s acid grassland network (high dispersal; core) and woodland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. As a precaution, due to the site being located outwith the settlement boundary, impacts are considered to be 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>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its 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.
<b>Mitigating Impacts on Natural Features</b>	<ul style="list-style-type: none"> <li>It should be ensured that the site is as accessible as possible, directly linking to and where possible expanding existing cycling and walking routes, including core paths and rights of way.</li> </ul>	
<b>Natural Resources</b>	Soil	<i>To protect and improve soil and land resources.</i>
	<b>Negative</b>	The site is contained within prime quality agricultural land which is classified as “locally important good quality”. The loss of this asset would be significantly negative, for which there is no possible mitigation.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its 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.

	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>There is no mitigation to reduce the detrimental impact or prevent the loss of prime quality agricultural land.</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>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its 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, this is 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.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Neutral</b>	The proposed development and allocation of this site as a cemetery extension is unlikely to have significant positive or negative 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>	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.
<b>Mitigating Impacts on the Social Environment</b>		N/A. No significant impacts anticipated which require mitigation.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

<b>Soil</b>	<b>Coal Authority Risk Assessment</b>	No	<b>Vacant and Derelict Land</b>	No	<b>Contaminated Land</b>	No
<b>Water</b>	<b>SEPA Flood Risk</b>	No flood risk issues.				
<b>Access</b>	No access issues considering proposed use.					
<b>Consultee Comments</b>						
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
There are unlikely to be short, medium or long-term environmental impacts on environmental receptors considering the proposed use. The development of this site is not likely to have cumulative impacts.						



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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