



EAST AYRSHIRE COUNCIL

# Local Development Plan 2

# Environmental Report

2024



### List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
NEW CUMNOCK			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
<b>NC-H1</b>	Residential	Castle, New Cumnock	428H
<b>NC-H2</b>	Residential	Crown Hotel, New Cumnock	343H
<b>NC-H3</b>	Residential	Dalhanna Drive, New Cumnock	429H
<b>NC-B1(S)</b>	Business & Industry	Waterside Industrial Estate, New Cumnock	345H
<b>NC-M1</b>	Miscellaneous	Castle, New Cumnock	346M

### Strategic Environmental Assessment

#### Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
<b>NEW CUMNOCK</b>		
<b>RESIDENTIAL</b>		
<b>NC-H1:</b> Castle, New Cumnock	Yes	Yes
<b>NC-H2:</b> Crown Hotel, New Cumnock	Yes	Yes
<b>NC-H3:</b> Dalhanna Drive, New Cumnock	Yes	Yes
<b>BUSINESS &amp; INDUSTRY</b>		
<b>NC-B1(S):</b> Waterside Industrial Estate, New Cumnock	Yes	No
<b>MISCELLANEOUS</b>		
<b>NC-M1:</b> Castle, New Cumnock	Yes	Yes

**Stage 2 Assessment Outcomes – Summary Table**

Stage 2 Assessment Key	Significant Positive	Significant Positive/Negative	Significant Negative	Unknown / Neural	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>										
NC-H1: Castle, New Cumnock	N	N	SP/N	SP/N	SP/N	N	SN	SP/N	SP/N	SP/N
NC-H2: Crown Hotel, New Cumnock	N	N	SP/N	SN	SP/N	SN	SN	SP/N	SP/N	SP/N
NC-H3: Dalhanna Drive, New Cumnock	N	N	SP/N	SN	SP/N	X	X	SP/N	SP/N	SP/N
<b>MISCELLANEOUS</b>										
Site 346M: Castle, New Cumnock	X	X	SP/N	SP/N	SP/N	SN	X	SP/N	SP/N	SP/N

## Stage 1 Assessment Tables

## RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

<b>NC-H1: Castle, New Cumnock</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 landscape and 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 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	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>NC-H2: Crown Hotel, New Cumnock</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 landscape and 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 air quality (due to the proliferation of private car use and potential pollution), the water environment and soil. There is a presumption that impacts will be positive and negative in nature.	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 listed building. 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,	Yes. There are likely to be environmental impacts on the social environment. This

	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.	should be considered in more detail at Stage 2 assessment.
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<b>NC-H3: Dalhanna Drive, New Cumnock</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. There is a presumption that these impacts will be negative or positive/negative in nature. Impacts in terms of landscape and 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 air quality (due to the proliferation of private car use and potential pollution) and soil. 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.

**BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITY SITE(S)**

<b>NC-B1(S): Waterside Industrial Estate, New Cumnock</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	The site is contained within the settlement boundary of New Cumnock, as such it is unlikely to have any significant environmental impacts on landscape and biodiversity as a result. It is acknowledged that the site is partially contained the Central Southern Uplands Environmentally Sensitive Area (ESA). However, the site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional impacts on natural features.	No. The development of this site is not likely to have significant environmental impacts on natural features due to its existing urban setting. As the site is to be 'safeguarded' as business and industry, it is unlikely to have additional impacts on natural features.
Natural Resources	The site is contained within an area of contaminated land and employment land and is bordered by the River Niith. However, the site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. As outlined above.

Historic Environment	The site is not in close proximity to any historic or cultural assets. The site is also to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any impacts on natural resources.	No. As the site is to be 'safeguarded' as business and industry, it is unlikely to have impacts on the historic environment.
Social Environment	The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional significant environmental impacts on the social environment.	No. As outlined above.

**MISCELLANEOUS DEVELOPMENT OPPORTUNITY SITE(S)**

<b>NC-M1: Castle, New Cumnock</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 landscape and biodiversity are not anticipated to be significant. Screened out at Stage 1 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of air quality (due to the proliferation of private car use and potential pollution), soil and the water environment. There is a presumption that impacts will be either positive and negative or negative in nature.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, 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. Screened out at Stage 1.	No. There are unlikely to be significant environmental impacts on this historic environment, nor are there likely to be cumulative or synergistic impacts. Screened out at Stage 1.
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	NC-H1
Settlement	New Cumnock
Address	Castle
Description	<p>The site is contained within the settlement boundary of New Cumnock.</p> <p>The site is located off of A76.</p> <p>The site as proposed falls within a previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site.</p>
OS Grid Ref	NS6113NE
Existing Use	Brownfield
Proposed Use	Residential
Site Size	0.1 ha
Site Capacity	5 units (Indicative)



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**Planning History** 15/0099/PP – Renewal of planning permission (11/0896/PP) – Approved with Conditions; 11/0896/PP – Proposed redevelopment of 3 ground floor shops – Approved with Conditions;

Impacts on Environmental Receptors

Natural Features	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is classified as “Upland Basin” (NatureScotch character type 74). Key characteristics of this classification is the predominantly agricultural use, with improved pastures enclosed by a mixture of hedges and drystone walls, New Cumnock is a highly visible feature of the landscape, vast areas of

		vacant and derelict land. However, the site is centrally located within the settlement of New Cumnock. As such, it's 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 neutral grassland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. The site is located within the settlement boundary and centrally located. It is unlikely that these habitats are valuable given the brownfield nature of the site and its urban context. 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 sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is subject to a small area of fluvial flood risk. It is not considered that the risk is significant, as such, development could alleviate any potentially risk through appropriate design, layout, materials. 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> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Positive/Negative</b>	The site is contained within the Coal Authority's High Development Risk Area. There is therefore potential for its development to have detrimental impacts on soil. The site is bordered by a small 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.
	<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 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 subject to a small area of fluvial flood risk. It is not considered that the risk is significant, as such, development could alleviate any potentially risk through appropriate design, layout, materials. In overall terms, impacts are considered to be significantly negative in nature.
<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>• A Flood Risk Assessment (FRA) is required for a site specific assessment of the flood risk.</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	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 sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is subject to a small area of fluvial flood risk. It is not considered that the risk is significant, as such, development could alleviate any potentially risk through appropriate design, layout, materials. In overall terms, impacts are considered to be significantly negative in nature.				
<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	High Risk	Vacant and Derelict Land	No	Contaminated Land	Yes
Water	SEPA Flood Risk	No significant flood risk implications – Small area of low-medium fluvial flood risk to north.				
Access	The site is accessible off of the A76.					
Consultee Comments	<u>SEPA</u> : Fra required. North east corner of the site lies within the functional floodplain of the River Nith / Afton Water. This area is currently occupied by a derelict/vacant building. An FRA should be provided as a site specific assessment of this flood risk.					
<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>NC-H2</b>
<b>Settlement</b>	New Cumnock
<b>Address</b>	Crown Hotel
<b>Description</b>	<p>The site is located centrally within the settlement boundary of New Cumnock as identified by the proposed East Ayrshire LDP2 and the previous East Ayrshire Local Development Plan 2017. The site was designated within the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site. The site has a significant planning history relating to the proposed use.</p> <p>The site is accessible off of Afron Bridgend (A76).</p>
<b>OS Grid Ref</b>	NS6113SE
<b>Existing Use</b>	Brownfield
<b>Proposed Use</b>	Residential
<b>Site Size</b>	0.3 ha
<b>Site Capacity</b>	14 units (indicative)
<b>Planning History</b>	<p>05/1129/OL – Outline consent for residential development – Approved with Conditions;</p> <p>12/0901/PP – Renewal of consent 07/0565/FL – Approved with Conditions;</p> <p>07/0565/FL – Erection of 26 flats – Approved with Conditions;</p>



### 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>Neutral</b>	The site is classified as “Upland Basin” (NatureScot character type 74). Key characteristics of this classification is the predominantly agricultural use, with improved pastures enclosed by a mixture of hedges and drystone walls, New Cumnock is a highly visible feature of the landscape, vast areas of

		vacant and derelict land. However, the site is centrally located within the settlement of New Cumnock. As such, it's 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 neutral grassland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. The site is located within the settlement boundary and centrally located. It is unlikely that these habitats are valuable given the brownfield nature of the site and its urban context. 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 sustainably located. In terms of climate resilience, the site is subject to low-moderate fluvial flood risk. There is potential for its development to have significant impacts on resilience if inappropriately developed. In overall terms, impacts are considered to be significantly 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> <li>• The LDP2 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.</li> <li>• 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.</li> <li>• Developers should contact SEPA regarding the development of this site in order to appropriately address the flood risk experienced.</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. As a precaution, impacts are considered to be negative, subject to 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 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. 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>Negative</b>	In terms of climate resilience, the site is subject to low-moderate fluvial flood risk. There is potential for its development to have significant impacts on resilience if inappropriately developed. In overall terms, impacts are considered to be significantly positive and negative in nature.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>• The LDP2 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.</li> <li>• 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.</li> </ul>
Historic Environment	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Negative</b>	The site is adjacent to a B listed building (Martyr's Parish Church). 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>• 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>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 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. In terms of climate resilience, the site is subject to low-moderate fluvial flood risk. There is potential for its development to have significant impacts on resilience if inappropriately developed. In overall terms, impacts are considered to be significantly positive and negative in nature.					
<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>	<b>Coal Authority Risk Assessment</b>	Low Risk	<b>Vacant and Derelict Land</b>	No	<b>Contaminated Land</b>	No
<b>Water</b>	<b>SEPA Flood Risk</b>	Low-medium fluvial flood risk.				
<b>Access</b>	The site is accessible off of Castle					

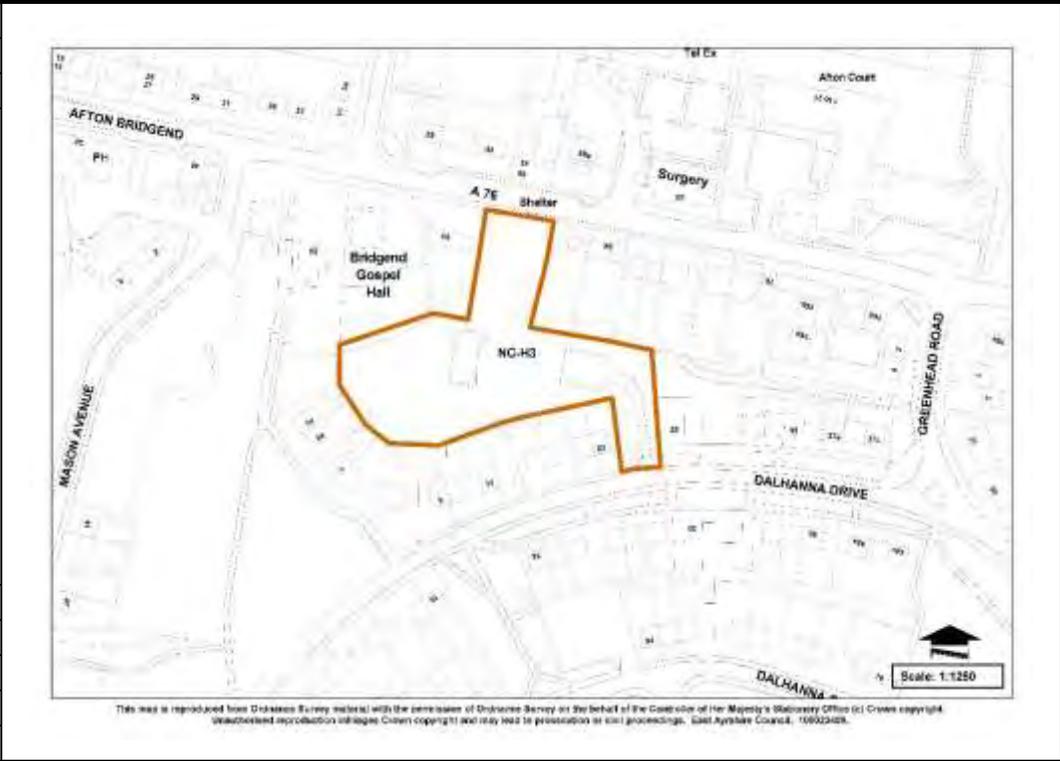
<b>Consultee Comments</b>	Information pending.
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**Short, Medium or Long Term and Cumulative Impacts**

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 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>	NC-H3
<b>Settlement</b>	New Cumnock
<b>Address</b>	Dalhanna Drive
<b>Description</b>	<p>The site is located centrally within the settlement boundary of New Cumnock as identified by the East Ayrshire LDP2 and the previous East Ayrshire Local Development Plan 2017.</p> <p>The site was designated within the previous East Ayrshire Local Development Plan (2017) as a housing development opportunity site. The site has a significant planning history relating to the proposed use. The site is accessible off of Afton Bridgend (A76).</p>
<b>OS Grid Ref</b>	NS6213SW
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Residential
<b>Site Size</b>	0.5 ha
<b>Site Capacity</b>	14 units (Indicative)
<b>Planning History</b>	<p>11/0314/PPP – Proposed erection of 17 dwellings – Approved with Conditions;</p> <p>07/1088/FL – Proposed residential development comprising of 10 units – Withdrawn;</p> <p>10/0743/PPP – Proposed residential development comprising of 31 units – Withdrawn;</p>



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<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 classified as “Upland Basin” (NatureScot character type 74). Key characteristics of this classification is the predominantly agricultural use, with improved pastures enclosed by a mixture of hedges and drystone walls, New Cumnock is a highly visible feature of the landscape, vast areas of vacant and derelict land. However, the site is centrally located within the settlement of New Cumnock. As such, it’s development is unlikely to have significant impacts on landscape or geology. Impacts are considered to be neutral.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Neutral</b>	The site is contained within the CSGN’s woodland network (moderate dispersal; High dispersal; non-core).The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. The site is located within the Central Southern Uplands Environmentally Sensitive Area. Although the site is located within the settlement boundary of New Cumnock, due to the context of the site, it is not likely that the development of this site would result in the loss of valuable habitats.
	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 have significant positive impacts on air quality and GHG emissions. 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 surface water or fluvial flood risk.
<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>
<b>Natural Resources</b>	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. As a precaution, impacts are considered to be negative, subject to 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 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. 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. 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> </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>	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 sustainably located and is within walking distance of basic amenities and services. In terms of climate resilience, the site is not subject to surface water or fluvial flood risk.				
<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	No significant flood risk implications.				
<b>Access</b>	The site is accessible off of the A76.					
<b>Consultee Comments</b>	Information pending.					
<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.						

**MISCELLANEOUS DEVELOPMENT OPPORTUNITY SITE(S)**

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

<b>Site Reference</b>	<b>NC-M1</b>
<b>Settlement</b>	New Cumnock
<b>Address</b>	Castle
<b>Description</b>	The site is located within the settlement boundary of New Cumnock.  The site is centrally located, within the town centre boundary as identified within the East Ayrshire LDP2.
<b>OS Grid Ref</b>	NS6113SE
<b>Existing Use</b>	Brownfield - Previous site allocation in LDP1
<b>Proposed Use</b>	Miscellaneous
<b>Site Size</b>	0.6 ha
<b>Site Capacity</b>	N/A



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<b>Planning History</b>	14/0865/PP – Change of use of land to form a vehicle parking area and the siting of a modular building – Withdrawn;
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**Impacts on Environmental Receptors**

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
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<b>Natural Features</b>	<b>Screened out at Stage 1 Assessment</b>	The site is centrally located, within the town centre in the New Cumnock settlement. It is not likely to have any significant landscape character implications.
	<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is centrally located, bordering the town centre in the New Cumnock settlement. It is not likely to have any significant implications in terms of biodiversity, flora and fauna.
	<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 and/or hauling transportation, which will in turn increase greenhouse gas emissions, as a result of increasing the employment within the area, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of a public transport hub and sits adjacent to an existing SPT bus network, this is likely to have significant positive impacts. The site is also in close proximity to a core path network, if utilised this would have a significant positive impact on climatic factors. In terms of climate resilience, the site is almost wholly contained within a fluvial flood risk. There is potential for the development of the site to exacerbate this risk under a changing climate. In overall terms, impacts are considered to be significantly positive/negative in nature.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>The developer will be required to investigate the flooding issues further and contact with SEPA at an early stage is required to formulate any flood mitigation measures that may be required. It is not possible to predict what the impact after mitigation will be as SEPA’s advice and mitigation requirements are unknown.</li> <li>It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Positive / 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 wholly contained within an area of contaminated land, the development of which could result in the removal and/or treatment of contaminated land, having positive impacts on soil quality. The site is also located within a vacant and derelict land site, the development would have a positive impact. In overall terms, impacts are likely to be significant positive and negative in nature.

	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 and/or hauling transportation, which will in turn increase greenhouse gas emissions, as a result of increasing the employment within the area, having a negative impact on air quality and climatic factors. However, as the site is within walking distance of a public transport hub and sits adjacent to an existing SPT bus network, this is likely to have significant positive impacts. The site is also in close proximity to a core path network, if utilised this would have a significant positive impact on climatic factors.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Negative</b>	The site is wholly covered by low-medium fluvial flood risk. Its development could have significant climate resilience implications in terms of flood risk. It is considered that negative impacts could be mitigated through appropriate layout and design. However, as a precaution, impacts on the water environment are considered to be negative subject to appropriate mitigation and consultation.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Existing core paths/rights of way which intersect the site should be retained.</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 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.</li> <li>• 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.</li> <li>• Developers should contact SEPA regarding the development of this site in order to appropriately address the flood risk experienced.</li> </ul>
	Cultural Heritage	<i>Protect and enhance the historic built and natural environment.</i>

<b>Historic Environment</b>	<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 on the historic environment are anticipated.
<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>	There is potential for the development of the site to result in 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. The site potentially has climate resilience implications in terms of flood risk due to fluvial flood risk experience on site. 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>• 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.</li> </ul>

		<ul style="list-style-type: none"> <li>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.</li> </ul>			
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>					
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	Yes	Contaminated Land Yes
<b>Water</b>	SEPA Flood Risk	Low-Medium fluvial flood risk			
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.				
<b>Consultee Comments</b>	Information pending.				
<b>Short, Medium or Long Term and Cumulative Impacts</b>					
<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 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.</p>					



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