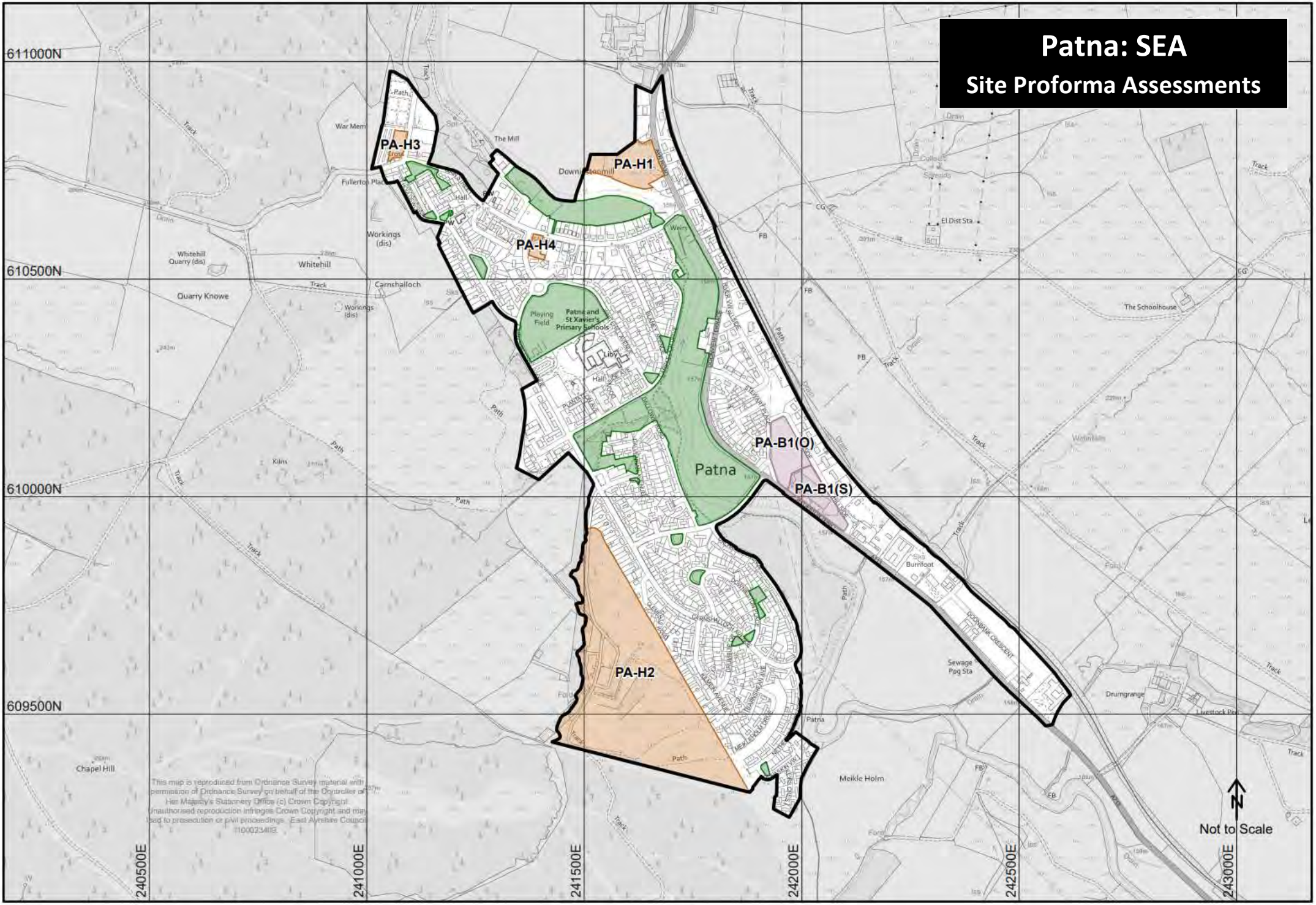
EAST AYRSHIRE COUNCIL

Local Development Plan 2

Environmental Report

2024


Patna: SEA
Site Proforma Assessments
PA-H3
PA-H1
PA-H4
PA-H2
PA-B1(O)
PA-B1(S)
Patna
611000N
610500N
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243000E
Not to Scale
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List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
PATNA			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
PA-H1	Residential	Ayr Road, Patna	435H
PA-H2	Residential	Carskeoch Caravan Site, Patna	351H
PA-H3	Residential	Cemetery Road, Patna	350H
PA-H4	Residential	Main Street, Patna	432H
PA-B1(O)	Business & Industry	Ayr Road Industrial Site, Patna	352B
PA-B1(S)	Business & Industry	Ayr Road Industrial Site, Patna	352B

Strategic Environmental Assessment

Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
PATNA		
RESIDENTIAL		
PA-H1: Ayr Road, Patna	Yes	Yes
PA-H2: Carskeoch Caravan Site, Patna	Yes	Yes
PA-H3: Cemetery Road, Patna	Yes	Yes
PA-H4: Main Street, Patna	Yes	Yes
BUSINESS & INDUSTRY		
PA-B1(O): Ayr Road Industrial Site, Patna	Yes	Yes
PA-B1(S): Ayr Road Industrial Site, Patna	Yes	No

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	

Policy	Landscape & Geology	Biodiversity, Flora & Fauna	Climatic Factors	Soil	Air	Water	Cultural Heritage	Health	Population	Material Assets
RESIDENTIAL										
PA-H1: Ayr Road, Patna	N	**SN**	SP/N	SP/N	SP/N			SP/N	SP	SP/N
PA-H2: Carskeoch Caravan Site, Patna	**SN**	**SN**	SP/N	SP/N	SP/N	N		SP/N	SP	SP/N
PA-H3: Cemetery Road, Patna	N	N	SP/N	**SN**	SP/N			SP/N	SP	SP/N
PA-H4: Main Street, Patna			SP/N	**SN**	SP/N			SP/N	SP	SP/N
BUSINESS & INDUSTRY										
PA-B1(O): Ayr Road Industrial Site, Patna	N	N	SP/N	SP/N	SP/N	**SN**		SP/N	SP/N	SP/N

Stage 1 Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

PA-H1: Ayr Road, Patna		
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 within an area which is likely to have been undermined. The southern portion of the site is also within an area at risk of flooding. It is unlikely that there will be environmental impacts on landscape. There is potential for the site to have significant environmental impacts on biodiversity, flora and fauna and climate. These should be considered in more detail at Stage 2 assessment.	Yes. There could be significant impacts on climate and biodiversity as a result of development of this site.
Natural Resources	The southern portion of the site includes an area of land with the potential for soil contamination and there is likely to be environmental impacts on soil and groundwater resources. Development of the site could also have environmental impacts on air due to the increase in the number of private cars that are likely to be as a result of development of the site.	Yes. Removal of potentially contaminated land could have significant impacts on soil and water. As the site is on a public transport route, there are unlikely to be environmental impacts on air.
Historic Environment	There will be no impacts on the Historic Environment	No.
Social Environment	There are likely to be environmental impacts on health, population and material assets as a result of development of this site. These should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be significant impacts on health, population material assets.

PA-H2: Carskeoch Caravan Site, Patna		
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 may also have environmental impacts on climate, biodiversity, flora and fauna and landscape despite the site being contained within the settlement boundary of Patna. There is a presumption that these will be significant positive and negative / significant negative in nature. However, this should be further considered at Stage 2 assessment.	Yes. Due to the size and prominent location of the site there may be significant environmental impacts on landscape and biodiversity. Impacts on climatic factors may also be experienced. This should be further considered at Stage 2 assessment.
Natural Resources	There is potential for the development of this site to have an impact on the water environment, as small areas of the site are subject to low-medium surface water flooding. This should be considered at Stage 2 assessment. Development of the site could also have environmental impacts on air due to the increase in the number of private cars that are likely to be as a result of development of the site. Environmental impacts on	Yes. Environmental impacts on soil, air quality and the water environment are anticipated. Environmental impacts on natural resources should be further considered at Stage 2 assessment.

	natural resources should be further considered at Stage 2 assessment.	
Historic Environment	There will are unlikely to be an significant impacts on the Historic Environment	No.
Social Environment	There are likely to be environmental impacts on health, population and material assets as a result of development of this site. These should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on a host of material assets. Development of the site is also likely to increase usage of private modes of transportation, therefore it is likely that there may be significant impacts on air from development of the site; thus a stage 2 assessment is required.

PA-H3: Cemetery Road, Patna		
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 potential development of this site is unlikely to have any significant environmental impacts on landscape or biodiversity, flora and fauna, as it is contained within the settlement boundary of Patna and surrounded by existing developments. There is potential for the development of this site to have significant impacts on climatic factors. These should be further considered at Stage 2 assessment.	Yes. There is potential for significant environmental impacts on climatic factors. These should be considered in more detail at Stage 2 Assessment.
Natural Resources	There is potential for the development of this site to have an impact on air quality due to the increase in the number of private cars that are likely to be as a result of development of the site. The development of the site may also have impacts on soil. Environmental impacts on natural resources should be further considered at Stage 2 assessment.	Yes. Environmental impacts on air quality and the water environment are anticipated. Environmental impacts on natural resources should be further considered at Stage 2 assessment.
Historic Environment	There will are unlikely to be an significant impacts on the Historic Environment	No.
Social Environment	Development of the site could also have environmental impacts on air due to the increase in the number of private cars that are likely to be a result of development of the site. There are likely to be environmental impacts on health, population and material assets as a result of development of this site. These should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on a host of material assets. Development of the site is also likely to increase usage of private modes of transportation, therefore it is likely that there may be significant impacts on air from development of the site; thus a stage 2 assessment is required.

PA-H4: Main Street, Patna		
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 a large greenfield site on the eastern boundary of Dalrymple. Despite this, the development of the site is unlikely to have significant impacts on landscape. The site may have environmental impacts on climate but is unlikely to have environmental impacts on biodiversity, flora and fauna.	Yes. Despite the size and prominent location of the site there are unlikely to be significant environmental impacts on landscape. The site is also adjacent to an area of flood risk and development of the site could increase vulnerability in this area; therefore a stage 2 assessment is required.
Natural Resources	The development of the site is likely to have environmental impacts on soil. Due to the size of the development there could be environmental impacts on air.	Yes. There are likely to be significant environmental impacts on natural resources. These should be considered in more detail at Stage 2 Assessment.

Historic Environment	There are will be no impacts on the historic environment as there are no statutory designations within or adjacent to the site.	N/A
Social Environment	There are likely to be environmental impacts on health, population and material assets as a result of development of this site. These should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on a host of material assets. A stage 2 assessment is required.

BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITY SITE(S)

PA-B1(O): Ayr Road Industrial Site, Patna		
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 Patna, 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 within the Local Landscape Area, but given its urban setting is not likely to detrimentally impact this designation. However, part of the site is being allocated as a development opportunity site. As such, there is potential for this to have an impact climatic factors. This should be considered in more detail at Stage 2 assessment.	Yes. Development of the part of the site allocated as a development opportunity for business and industrial use could have significant impacts on air quality. This should be considered in more detail at Stage 2 assessment.
Natural Resources	The site is contained within various areas of contaminated land. Part of the site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it this is unlikely to have any additional impacts on natural resources. However, part of the site is being allocated as a development opportunity site. As such, there is potential for this to have an impact on soil quality, air quality as well as the water environment. More detailed consideration will be required at Stage 2 assessment.	Yes. Development of the part of the site allocated as a development opportunity for business and industrial use could have significant impacts on natural resources. This should be considered in more detail at Stage 2 assessment.
Historic Environment	The site is not contained within or in close proximity to any historic or cultural assets. As such, no significant environmental impacts on the historic environment are likely.	No. Significant environmental impacts, cumulative or synergistic, on the historic environment are not anticipated.
Social Environment	There is potential for the development of the part of the site which is allocated as an opportunity to have significant impacts on the social environment, most likely human health and material assets. More detailed consideration of these potential significant impacts will be required at Stage 2 assessment.	Yes. Development of the part of the site allocated as a development opportunity for business and industrial use could have significant impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

PA-B1(S): Ayr Road Industrial Site, Patna		
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 Patna, as such it is unlikely to have any significant environmental impacts on landscape and biodiversity as a result. 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 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 important historic and cultural assets. The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional significant environmental impacts on the historic environment.	No. As the site is to be 'safeguarded' as business and industry, it is unlikely to have additional impacts on the historic environment.
Social Environment	The site is to be 'safeguarded' for its current business and industry use, which is already in place, as such it is unlikely to have any additional significant environmental impacts on the social environment.	No. As outlined above.

Stage 2 Assessments – Site Proforma Assessment Tables

RESIDENTIAL DEVELOPMENT OPPORTUNITY SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	**PA-H1**
Settlement	Patna
Address	Ayr Road
Description	The site is located to the north of Patna and is contained within settlement boundary. The site is moderate in scale (with the potential to host 17 residential units) and the proposed use is housing. The surrounding uses are mixed in nature, but predominantly residential. The site is accessible off of Ayr Road and has strong access connections.
OS Grid Ref	NS4110NE
Existing Use	Brownfield, scrubland
Proposed Use	Housing
Site Size	1.2 ha
Site Capacity	17 units
Planning History	14/0885/PP; 160225/PP

Impacts on Environmental Receptors

Natural Features	Landscape	*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*
	Neutral	The site is located within the settlement boundary of Patna. The site is also found within the Local Landscape Area (LLA) as identified in LDP2. This is an area of local distinctiveness and importance. The site is found within NatureScot's Landscape Character Assessment: "Upland River Valleys (69)". Key characteristics of this classification include steep valley slopes with broad sections which host former industrial settlements and roads often utilised for transport routes. However, due to the fact that the site is located within the settlement boundary of Patna, and as a result of its scale and its future development is unlikely to have significant positive or negative impacts on the surrounding landscape character. As such, impacts are likely to be neutral.
	Biodiversity, Flora & Fauna	*Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.*
	Significant Negative	The site contains a large area of native woodland (wetland woodland; mixed maturity. The site also forms part of the CSGN's acid woodland network (high dispersal) and neutral grassland network (high dispersal). Its development could result in the further loss and fragmentation of this network, which would have significant negative impacts on biodiversity, flora and fauna.
	Climatic Factors	*Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.*
	Significant Positive / Negative	The site is also within a walkable distance of existing active travel networks. The site runs parallel to an existing public transport network, an SPT bus route and associated bus stops (Ayr-Bellsbank). This will have significant positive impacts on air quality by encouraging the use of active travel and public transport. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas emissions. The site is not subject to any fluvial or surface water flooding and therefore has no immediate or projected climate resilience implications in terms of flood risk. However, it is noted that the site is situated to the north of a significant area of pluvial and fluvial flood risk from the River Doon, which may have implications under a changing climate. In overall terms, environmental impacts on climatic factors are likely to be significant positive and negative.
Mitigating Impacts on Natural Features		• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
	Soil	*To protect and improve soil and land resources.*

Natural Resources	**Significant Positive / Negative**	The site consists of non-calcareous gleys. The site is found within the Coal Authorities Development High Risk area (to the south of the site) and Low Risk area (to the north), which could have some significant negative impacts, if appropriate mitigation is not implemented. The site borders and partially contains a small area of contaminated land. There is potential for the development of the site to result in the treatment and/or removal contaminated land, which would have a significant positive environmental impact on soil. In overall terms, environmental impacts on soil are likely to be significant positive/negative in nature.
	Air	*To prevent deterioration, and where possible, enhance air quality.*
	Significant Positive / Negative	The site is also within a walkable distance of existing active travel networks. The site runs parallel to an existing public transport network, an SPT bus route and associated bus stops (Ayr-Bellsbank). This will have significant positive impacts on air quality by encouraging the use of active travel and public transport. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas emissions.
	Water	*To manage flood risk and safeguard the environment from degradation.*
	Screened out at Stage 1 Assessment	The site is not subject to any fluvial and surface water flooding as identified within SEPAs flood risk maps. However, it is noted that the site is situated to the north of a significant area of pluvial and fluvial flood risk from the River Doon, which may have implications under a changing climate. Based on the SEPA flood maps, the screened out at Stage 1 Assessment.
Mitigating Impacts on Natural Resources		• 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. • The LDP2 contains a robust and effective policy framework which requires the treatment and removal of contaminated land. • 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. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.
Historic Environment	Cultural Heritage	*Protect and enhance the historic built and natural environment.*
	Screened out at Stage 1 Assessment	The site is not in close proximity to any built or natural historic assets. As such, this has been screened out at Stage 1 Assessment.

Mitigating Impacts on the Historic Environment		N/A. No impacts anticipated.
Social Environment	Human Health	*To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.*
	Significant Positive / Negative	There is opportunity for the enhancement and extension of the existing core path and right of way network, contributing positively to active travel and in turn human health. The site is within a walkable distance of the centre of Patna and its existing amenities. However, given the proposed residential nature of the site allocation, its development could exacerbate private car use through increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health. In overall terms, environmental impacts on human health are likely to be both significant positive and negative in nature.
	Population	*Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.*
	Significant Positive	The site is in close proximity to a number of core paths and rights of way. 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 population. The site is within a walkable distance of the centre of Dalrymple and its existing amenities. The site is contained within the settlement boundary and as such, should be given preference ahead of sites on the periphery, which contributes positively towards the SEA objectives. The site is located in close proximity to SPT bus routes (and associated bus stops), enabling access to services, facilities and opportunities. In overall terms, environmental impacts on population are likely to have significant positive.
	Material Assets	*Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.*
	Significant Positive / Negative	The development of the site could proliferate any infrastructure capacity issues experienced within Dalrymple. Its development will proliferate private car use which will have a detrimental impact in air quality and GHG emission targets. However, the development will be required to integrate with existing public and active travel networks, having significant positive impacts, through the likely increased provision of these routes, which will increase the overall connectivity of place. The site not subject to fluvial or surface water flood risk and therefore has no climate resilience implications in terms of flood risk. In overall terms, the environmental impacts of the development of this site is likely to be significant positive and negative.
Mitigating Impacts on the Social Environment		• The provision of new open space should conform to the guidelines within the “Green and Blue Infrastructure” Policy and Schedule 8, and should offer both recreation and amenity open space which creates a sense of place.

	• The developer should also provide further green infrastructure and ensure that the development links into existing path networks. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	High risk (south) & Low Risk (north)	Vacant and Derelict Land	No	Contaminated Land	Yes – Partially (south-west)
Water	SEPA Flood Risk	No flood risk on site.				
Access	The site is accessible from Ayr Road (A713)					
Consultee Comments						
WWTW Capacity & Waste Water						
Water Supply						

Short, Medium or Long Term and Cumulative Impacts

In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant 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.

The development of this site is unlikely to have cumulative impacts given its location within Patna and its scale/capacity.

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	**PA-H2**
Settlement	Patna
Address	Carskeoch Caravan Site
Description	The site is located to the south-east of Patna and is contained within settlement boundary. The site is significant in scale (with the potential to host 40 residential units) and the proposed use is housing. The surrounding uses are predominantly residential. The site could be made accessible from a number of existing residential streets including: Clements Wynd, Kilmein Avenue, Meikleholm Drive.
OS Grid Ref	NS4109NE
Existing Use	Greenfield
Proposed Use	Housing
Site Size	11.45 ha
Site Capacity	40 units
Planning History	07/0415/FL; 09/0349/OL; 06/0669/OL; 05/0809/FL; 14/0001/[PREAPP; 13.0081/EIASCR; 14/0473/PP; 17/0640/AMCPPP; 09/0148/OL

Impacts on Environmental Receptors

Natural Features	Landscape	*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*
	Significant Negative	The site is located within the settlement boundary of Patna. The site is also found within the Local Landscape Area (LLA) as identified within LDP2. This is an area of local distinctiveness and importance. The site is found within NatureScot's Landscape Character Assessment: "Upland River Valleys (69)". Key characteristics of this classification include steep valley slopes with broad sections which host former industrial settlements and roads often utilised for transport routes. Despite the fact that the site is located

		within the settlement boundary of Patna, due to its scale and peripheral location its future development is likely to have significant negative impacts on the surrounding landscape character as well as the character of Patna settlement. Negative impacts could be reduced through appropriate mitigation measures.
	Biodiversity, Flora & Fauna	*Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.*
	Significant Negative	Although contained within the settlement boundary, the site contains an area of native woodland (wetland woodland; mixed maturity). The site also forms part of the CSGNs woodland network (non-core; moderate dispersal). Its development could result in the further loss and fragmentation of this network which would have significant negative impacts on biodiversity, flora and fauna. Given the scale of the site, it is likely to have significant negative impacts on biodiversity, flora and fauna.
	Climatic Factors	*Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.*
	Significant Positive / Negative	The site is also within a walkable distance of existing active travel networks. A right of way runs through the site enabling access. The site runs parallel to an existing public transport network, an SPT bus route and associated bus stops (Ayr-Bellsbank). This will have significant positive impacts on air quality by encouraging the use of active travel and public transport. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas emissions. The site is not subject to any fluvial flooding. The site is subject to small pockets of low-medium surface water flooding (present day). However, these are small scale comparative to the capacity of the site and could be mitigated through appropriate design, layout and the integration of sustainable urban drainage, it is unlikely to have any climate resilience implications as a result. In overall terms, environmental impacts on climatic factors are likely to be significant positive and negative.
Mitigating Impacts on Natural Features		• Existing native woodland of value should be retained for its nature conservation value and its screening value. • Existing rights of way should be retained, where possible, if not then an alternative route should be provided through the site to retain the connectivity of the active travel network. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.

Natural Resources	Soil	*To protect and improve soil and land resources.*
	Significant Positive / Negative	The site consists of non-calcareous gleys. The site is found within the Coal Authorities Development Low Risk area, which could have some significant negative impacts, if appropriate mitigation is not implemented. The site borders and partially contains an area of vacant and derelict land (site ref 6079). As such the development would result in the development of vacant and derelict land which would have a positive impact on soil quality. In overall terms, environmental impacts on soil are likely to be significant positive/negative in nature.
	Air	*To prevent deterioration, and where possible, enhance air quality.*
	Significant Positive / Negative	The site is also within a walkable distance of an existing SPT bus route and associated bus stops (Ayr-Bellsbank). This will have significant positive impacts on air quality by encouraging the use of public transport. The site itself contains active travel networks as a right of way intersects the site to the west. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas emissions.
	Water	*To manage flood risk and safeguard the environment from degradation.*
	Neutral	The site is subject to small pockets of low-medium surface water flooding (present day). However, these are small scale comparative to the capacity of the site and could be mitigated through appropriate design, layout and the integration of sustainable urban drainage. Impacts are therefore considered to be neutral.
Mitigating Impacts on Natural Resources		• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
Historic Environment	Cultural Heritage	*Protect and enhance the historic built and natural environment.*
	Screened out at Stage 1 Assessment	The site is not in close proximity to any built or natural historic assets. As such, this has been screened out at Stage 1 Assessment.
Mitigating Impacts on the Historic Environment		N/A. No impacts on this historic environment anticipated.
Social Environment	Human Health	*To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.*

	Significant Positive / Negative	There is opportunity for the enhancement and extension of the existing core path and right of way network, contributing positively to active travel and in turn human health. The site is within a walkable distance of the centre of the existing amenities of Patna. However, given the proposed residential nature of the site allocation, its development could exacerbate private car use through increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health. In overall terms, environmental impacts on human health are likely to be both significant positive and negative in nature.
	Population	*Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.*
	Significant Positive	The site is already integrated with an existing right of way network. 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 population. The site is within a walkable distance of the centre of the existing amenities of Patna. The site is contained within the settlement boundary and as such, should be given preference ahead of sites on the periphery, which contributes positively towards the SEA objectives. The site is located in close proximity to SPT bus routes (and associated bus stops), enabling access to services, facilities and opportunities. Although the development of the site will likely result in some loss of CSGN networks, due to the scale and capacity of the site, the development is likely to result in the provision of open space, positively contributing to the green and blue network of Patna. In overall terms, environmental impacts on population are likely to have significant positive.
	Material Assets	*Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.*
	Significant Positive / Negative	The development of the site could proliferate any infrastructure capacity issues experienced within Patna. Its development will proliferate private car use which will have a detrimental impact in air quality and GHG emission targets. However, the development will be required to integrate with existing public and active travel networks, having significant positive impacts, through the likely increased provision of these routes, which will increase the overall connectivity of place. The site not subject to fluvial or surface water flood risk and therefore has no climate resilience implications in terms of flood risk. In overall terms, the environmental impacts of the development of this site is likely to be significant positive and negative.
Mitigating Impacts on the Social Environment		• The provision of new open space should conform to the guidelines within the "Green and Blue Infrastructure" Policy and Schedule 8, and should offer both recreation and amenity open space which creates a sense of place. • The developer should also provide further green infrastructure and ensure that the development links into existing path networks.

	• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	Yes - Partially	Contaminated Land	No
Water	SEPA Flood Risk	Low-medium surface water flooding (small areas in the centre of the site)				
Access	The site could be made accessible from a number of existing residential streets including: Clements Wynd, Kilmein Avenue, Meikleholm Drive. The most appropriate access to the site should be investigated further.					
Consultee Comments						
WWTW Capacity & Waste Water						
Water Supply						

Short, Medium or Long Term and Cumulative Impacts

In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant 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.

Despite the scale of this housing allocation, the development of this site is unlikely to have cumulative impacts alone. Patna has no other allocations of this scale which would cumulate to have significant impacts.

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	**PA-H3**
Settlement	Patna
Address	Cemetery Road, Patna
Description	The site is located to the north of Patna and is contained within settlement boundary. The site is small in scale (with the potential to host 6 residential units) and the proposed use is housing. The surrounding uses are predominantly residential. The site is accessible from Main Street and Cemetery Road.
OS Grid Ref	NS4110NW
Existing Use	Brownfield
Proposed Use	Housing
Site Size	0.2 ha
Site Capacity	6 units
Planning History	05/0996/FL; 06/1077/FL; 04/0628/OL; 17/0266/PP; 13/0464/PP; 05/0096/LA

Impacts on Environmental Receptors

Natural Features	Landscape	*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*
	Neutral	The site is located within the settlement boundary of Patna. The site is also found within the Local Landscape Area (LLA) as identified within the LDP2. This is an area of local distinctiveness and importance. The site is found within NatureScot's Landscape Character Assessment: "Upland River Valleys (69)". Key characteristics of this classification include steep valley slopes with broad sections which host former industrial settlements and roads often utilised for transport routes. However, due to the location, scale and capacity of the site it is unlikely to have significant environmental impacts on landscape.
	Biodiversity, Flora & Fauna	*Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.*

	Neutral	The site is located within the settlement boundary of Patna. No impacts on biodiversity, flora and fauna are anticipated as a result of the context of the site. The site does not contain any biodiversity or nature conservation constraints. The site is found within CSGN acid grassland habitat networks. However, due to the location and scale of the site, it is unlikely to have significant impacts.
	Climatic Factors	*Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.*
	Significant Positive / Negative	The site is also within a walkable distance of existing active travel networks. However, the site is relatively close to any existing public transport network, e.g. SPT bus route and associated bus stops. The closest route is 0.5 km away from the site. If utilised this could have significant positive impacts on air quality by encouraging the use of active travel and public transport. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas emissions. The site is not subject to any fluvial or surface water flood risk as such it is unlikely to have any climate resilience implications. In overall terms, environmental impacts on climatic factors are likely to be significant positive and negative.
Mitigating Impacts on Natural Features		• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
Natural Resources	Soil	*To protect and improve soil and land resources.*
	Significant Negative	The site consists of non-calcareous gleys. The site is located within the Coal Authority's Development High risk Area, its development should have negative impacts and will require appropriate assessment and mitigation. The site does not contain contaminated land. It is located within the settlement boundary and as such is not found within prime quality agricultural land. In overall terms, anticipated environmental impacts are negative in nature.
	Air	*To prevent deterioration, and where possible, enhance air quality.*
	Significant Positive / Negative	The site is also within a walkable distance of existing active travel networks. However, the site is relatively close to any existing public transport network, e.g. SPT bus route and associated bus stops. The closest route is 0.5 km away from the site. If utilised this could have significant positive impacts on air quality by encouraging the use of active travel and public transport. However, the development of the site for its proposed residential use is likely to proliferate private car use, which would have significant negative impacts on air quality, and in turn climatic factors, by increasing greenhouse gas

		emissions. In overall terms, environmental impacts on climatic factors are likely to be significant positive and negative.
	Water	*To manage flood risk and safeguard the environment from degradation.*
	Screened out at Stage 1 Assessment	The site is not subject to any fluvial or surface water flood risk as such it is unlikely to have any climate resilience implications. As such, the water environment has been screened out at Stage 1 assessment.
Mitigating Impacts on Natural Resources		• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
Historic Environment	Cultural Heritage	*Protect and enhance the historic built and natural environment.*
	Screened out at Stage 1 Assessment	The site is not in close proximity to any historic assets, as such it is unlikely to have any impacts on cultural heritage. As such, the historic environment has been screened out at Stage 1 assessment.
Mitigating Impacts on the Historic Environment		N/A. No impacts on the historic environment are anticipated.
Social Environment	Human Health	*To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.*
	Significant Positive / Negative	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. However, given the proposed residential nature of the site allocation, its development could exacerbate private car use through increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health. In overall terms, environmental impacts on human health are likely to be both significant positive and negative in nature.
	Population	*Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.*
	Significant Positive	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 population. The site is contained within the settlement boundary and as such, should be given preference ahead of sites on the periphery, which contributes positively towards the SEA objectives. The site is within 0.5 km of a SPT bus routes (and associated bus stops), enabling access to services, facilities and opportunities if this public transport

		network is utilised. In overall terms, environmental impacts on population are likely to have significant positive.
	Material Assets	*Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.*
	Significant Positive / Negative	The development of the site will proliferate private car use which will have a detrimental impact in air quality and GHG emission targets. However, the development will be required to integrate with existing public and active travel networks, having significant positive impacts, through the likely increased provision of these routes, which will increase the overall connectivity of place. The site not subject to fluvial or surface water flood risk and therefore has no climate resilience implications in terms of flood risk. In overall terms, the environmental impacts of the development of this site is likely to be significant positive and negative.
Mitigating Impacts on the Social Environment		• The provision of new open space should conform to the guidelines within the "Green and Blue Infrastructure" Policy and Schedule 8, and should offer both recreation and amenity open space which creates a sense of place. • The developer should also provide further green infrastructure and ensure that the development links into existing path networks. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	High Risk	Vacant and Derelict Land	No	Contaminated Land	No
Water	SEPA Flood Risk	No flood risk on site.				
Consultee Comments	SEPA: No flood risk apparent.					
WWTW Capacity & Waste Water						
Water Supply						

Short, Medium or Long Term and Cumulative Impacts

In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant 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.

The development of this site is unlikely to have cumulative impacts given its location within Patna and its scale/capacity.

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	**PA-H4**
Settlement	Patna
Address	Main Street, Patna
Description	The site is located to the north of Patna and is contained within settlement boundary. The site is small in scale (with the potential to host 5 residential units) and the proposed use is housing. The surrounding environment hosts a mix of uses, but use is predominantly residential. The site is accessible off of Main Street.
OS Grid Ref	NS4110NW
Existing Use	Brownfield
Proposed Use	Housing
Site Size	0.1 ha
Site Capacity	5 units
Planning History	07/0891/FL

Impacts on Environmental Receptors

Natural Features	Landscape	*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*
	Screened out at Stage 1 Assessment	Given the central location of the site within Patna, development of the site is unlikely to have significant impacts on landscape character. As such, landscape has been screened out at Stage 1 Assessment.
	Biodiversity, Flora & Fauna	*Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.*
	Screened out at Stage 1 Assessment	Given the central location of the site within Patna, development of the site is unlikely to have significant impacts on biodiversity, flora and fauna. As such, biodiversity, flora and fauna have been screened out at Stage 1 Assessment.

	Climatic Factors	*Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.*
	Significant Positive / Negative	The development of the site for residential use has the potential to increase greenhouse gas emissions and have a negative impact on air quality. However, the site is within walking distance of a core path network and an SPT bus route (Ayr-Bellsbank). As such, there is opportunity to integrate the development with existing public and active travel networks which will have significant positive impacts on climatic factors compared to the proliferation of private car use. The site has no climate resilience implications in terms of flood risk. In overall terms, environmental impacts are likely to be positive/negative in nature.
Mitigating Impacts on Natural Features		• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
Natural Resources	Soil	*To protect and improve soil and land resources.*
	Significant Negative	The site consists of non-calcareous gleys. The site is located within the Coal Authority's Development High risk Area, its development should have negative impacts and will require appropriate assessment and mitigation. The site does not contain contaminated land. It is located within the settlement boundary and as such is not found within prime quality agricultural land. In overall terms, anticipated environmental impacts are negative in nature.
	Air	*To prevent deterioration, and where possible, enhance air quality.*
	Significant Positive / Negative	The development of the site for residential use has the potential to increase greenhouse gas emissions and have a negative impact on air quality. However, the site is within walking distance of a core path network and an SPT bus route (Ayr-Bellsbank). As such, there is opportunity to integrate the development with existing public and active travel networks which will have significant positive impacts on air quality compared to the proliferation of private car use. In overall terms, environmental impacts are likely to be positive/negative in nature.
	Water	*To manage flood risk and safeguard the environment from degradation.*
	Screened out at Stage 1 Assessment	The site does not contain any flood risk, fluvial or surface water. As such, the water environment has been screened out at Stage 1 Assessment.
Mitigating Impacts on Natural Resources		• Consultation with the Coal Authority regarding the development of the site should ensure that the development adopts the most appropriate design and layout in order to reduce development risk.

		• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way. • Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.
Historic Environment	Cultural Heritage	*Protect and enhance the historic built and natural environment.*
	Screened out at Stage 1 Assessment	The site is not in close proximity to any historic assets, as such it is unlikely to have any impacts on cultural heritage. As such, the historic environment has been screened out at Stage 1 assessment.
Mitigating Impacts on the Historic Environment		N/A. No impacts anticipated on the historic environment.
Social Environment	Human Health	*To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.*
	Significant Positive / Negative	The development of the site for residential use has the potential to exacerbate private car use through an increased population which would increase greenhouse gas emissions which would have a negative impact on air quality and in turn human health. However, the site is within walking distance of a core path network, Right of Way network and a SPT bus route (Ayr-Bellsbank). As such, there is opportunity for the enhancement and extension of these active travel networks. The development could integrate with existing public and active travel networks which will have significant positive impacts on climatic factors reducing the impacts of private car use. The site is within a walkable distance of Patna's existing shops and amenities. Due to the scale of the 432H site, it is unlikely that subsequent development will lead to an increase in open space provisions within Patna. However, the development of the site will not result in the loss of open space. The site has no climate resilience implications in terms of flood risk. In overall terms, environmental impacts on human health are likely to be both positive and negative in nature.
	Population	*Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.*
	Significant Positive	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 population. The site is contained within the settlement boundary and as such, should be given preference ahead of sites on the periphery, which contributes positively towards the SEA objectives. The development could integrate with existing public and active travel networks which will have significant positive impacts on climatic factors reducing the impacts of private car use and enabling access to services, facilities and opportunities if this public transport network is utilised. In overall terms, environmental impacts on population are likely to have significant positive.

	Material Assets	*Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.*
	Significant Positive / Negative	The development of the site will proliferate private car use which will have a detrimental impact in air quality and GHG emission targets. However, the development will be required to integrate with existing public and active travel networks, having significant positive impacts, through the likely increased provision of these routes, which will increase the overall connectivity of place. The site not subject to fluvial or surface water flood risk and therefore has no climate resilience implications in terms of flood risk. In overall terms, the environmental impacts of the development of this site is likely to be significant positive and negative.
Mitigating Impacts on the Social Environment		• The developer should also provide further green infrastructure and ensure that the development links into existing path networks. • It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	No
Water	SEPA Flood Risk	No flood risk experienced on site.				
Access	The site is accessible off of Main Street.					
Consultee Comments						
WWTW Capacity & Waste Water						
Water Supply						

Short, Medium or Long Term and Cumulative Impacts

In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long-term impacts are likely to be significant 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. The development of this site is unlikely to have cumulative impacts given its location within Patna and its scale/capacity.

BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITY SITE(S)

Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	**PA-B1(O)**
Settlement	Patna
Address	Ayr Road Industrial Estate
Description	The site is contained within the settlement boundary of Patna. Part of the site is being safeguarded for its existing business/industry use and to northern most part of the site is being promoted as a business/industry opportunity site. The site is surrounded by a mix of uses, but the area is predominately residential.
OS Grid Ref	NS4110SE
Existing Use	Business/Industry
Proposed Use	Business/Industry – Safeguarded and Opportunity
Site Size	0.9 ha
Site Capacity	
Planning History	00/0098/OL

Impacts on Environmental Receptors

Natural Features	Landscape	*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*
	Neutral	The site is classified as "Upland River Valleys – Ayrshire" (NatureScot Character type 69). Key characteristics of this classification consists of the varying river valley landforms with broad open

		sections, steep valleys, moorland vegetation, improved pasture and open views. The site is also located within the Local Landscape Area (formerly referred to as the Special Landscape Area). However, as the site is located within the existing settlement boundary of Patna, its development of this site is unlikely to have any singificant impacts on landscape.
	Biodiversity, Flora & Fauna	*Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.*
	Neutral	Although the site is contained within the settlement boundary of Patna, it is contained within the Local Landscape Area (formerly referred to as Special Landscape Area). The site also forms part of the CSGN neutral grassland network (high dispersal). The site is not a periphery site and is surrounded by urban development. As such, the development of this site is unlikely to have significant impacts. Impacts are considered to be neutral.
	Climatic Factors	*Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.*
	Positive/Negative	The opportunity part of the site is subject to an area of low-medium fluvial flood risk from the River Doon (present day and projected). However, this is not considered to be significant enough to have detrimental climate resilience implications. This could be mediated through appropriate design, layout and materials. As a precaution, impacts are likely to be negative, although it is considered that negative impacts could be alleviated through appropriate design, layout and materials. The site is in relatively close proximity to existing active travel networks and core path network, as such there is opportunity to expand and utilise these networks, having positive impacts. The site runs parallel to an existing public transport networks (SPT bus route and associated bus stops). In overall terms, impacts on climate are likely to be significant positive and negative.
Mitigating Impacts on Natural Features		• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency. • 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 for the future development of this site. • 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.

		• Developers should contact SEPA regarding the development of this site in order to appropriately address the flood risk experienced.
Natural Resources	Soil	*To protect and improve soil and land resources.*
	Positive/Negative	As outlined above, part of the site is being safeguarded for its existing business/industry use. As such, it is unlikely to have any significant environmental impacts on soil, despite any constraints on this part of the site. However, the northern most part of the site is being promoted as an opportunity site. The part of the site contains an area of contaminated land. The development of this site could have significant positive environmental impacts on soil as it would result in the removal and or treatment of contaminated land. However, the site is contained within the Coal Authority's Development Low Risk area, and therefore could have negative impacts on soil, without appropriate consideration and mediation.
	Air	*To prevent deterioration, and where possible, enhance air quality.*
	Positive/Negative	The site is in relatively close proximity to existing active travel networks and core path network, as such there is opportunity to expand and utilise these networks, having positive impacts. The site runs parallel to an existing public transport networks (SPT bus route and associated bus stops). However, development of this site is likely to proliferate private car use and in turn GHG emissions which will have a negative impact on air quality. In overall terms, impacts on air quality are likely to be significant positive and negative.
	Water	*To manage flood risk and safeguard the environment from degradation.*
	Negative	The opportunity part of the site is subject to a small area of low-medium fluvial flood risk from the River Doon (present day and projected). However, this is not considered to be significant enough to have detrimental climate resilience implications. This could be mediated through appropriate design, layout and materials. As a precaution, impacts are likely to be negative, although it is considered that negative impacts could be alleviated through appropriate design, layout and materials.
Mitigating Impacts on Natural Resources		• The LDP2 contains a robust policy framework which protects East Ayrshire's soils and promotes the treatment and removal of contaminated land. • 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 for the future development of this site.

		• In accordance with Policy CR1 development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.
Historic Environment	Cultural Heritage	*Protect and enhance the historic built and natural environment.*
	Screened out at Stage 1 Assessment	The site is not contained within or in close proximity to any historic or cultural assets. As such, no significant environmental impacts on the historic environment are likely.
Mitigating Impacts on the Historic Environment		N/A. No implications anticipated for cultural heritage.
Social Environment	Human Health	*To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.*
	Positive/Negative	The site is in relatively close proximity to existing active travel networks and core path network, as such there is opportunity to expand and utilise these networks, having positive impacts. The site runs parallel to an existing public transport networks (SPT bus route and associated bus stops). However, development of this site is likely to proliferate private car use and in turn GHG emissions which will have a negative impact on air quality, and in turn human health.
	Population	*Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.*
	Positive/Negative	The site is in relatively close proximity to existing active travel networks and core path network, as such there is opportunity to expand and utilise these networks, having positive impacts. The site runs parallel to an existing public transport networks (SPT bus route and associated bus stops). However, development of this site is likely to proliferate private car use and in turn GHG emissions which will have a negative impact on air quality, and in turn human health and population.
	Material Assets	*Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.*
	Positive/Negative	The opportunity part of the site is subject to a small area of low-medium fluvial flood risk from the River Doon. However, this is not considered to be significant enough to have detrimental climate resilience implications. This could be mediated through appropriate design, layout and materials. The site is in relatively close proximity to existing active travel networks and core path network, as such there is opportunity to expand and utilise these networks, having positive impacts. The site runs parallel to an existing public transport networks (SPT bus route and associated bus stops). In overall terms, impacts on material assets are likely to be significant positive and negative.
Mitigating Impacts on the Social Environment		• In accordance with Policy CR1development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.

	• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes. • Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	Yes
Water	SEPA Flood Risk	The opportunity part of the site is subject to a small area of low-medium fluvial flood risk from the River Doon. However, this is not considered to be significant enough to have detrimental climate resilience implications. This could be mediated through appropriate design, layout and materials				
Access						
Consultee Comments						
WWTW Capacity & Waste Water						
Water Supply						

Short, Medium or Long Term and Cumulative Impacts

In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant 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. No significant or cumulative impacts are anticipated in terms of landscape due to the already urban nature of the site and surrounding environment.

East Ayrshire Council
Comhairle Siorrachd Àir an Ear

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