



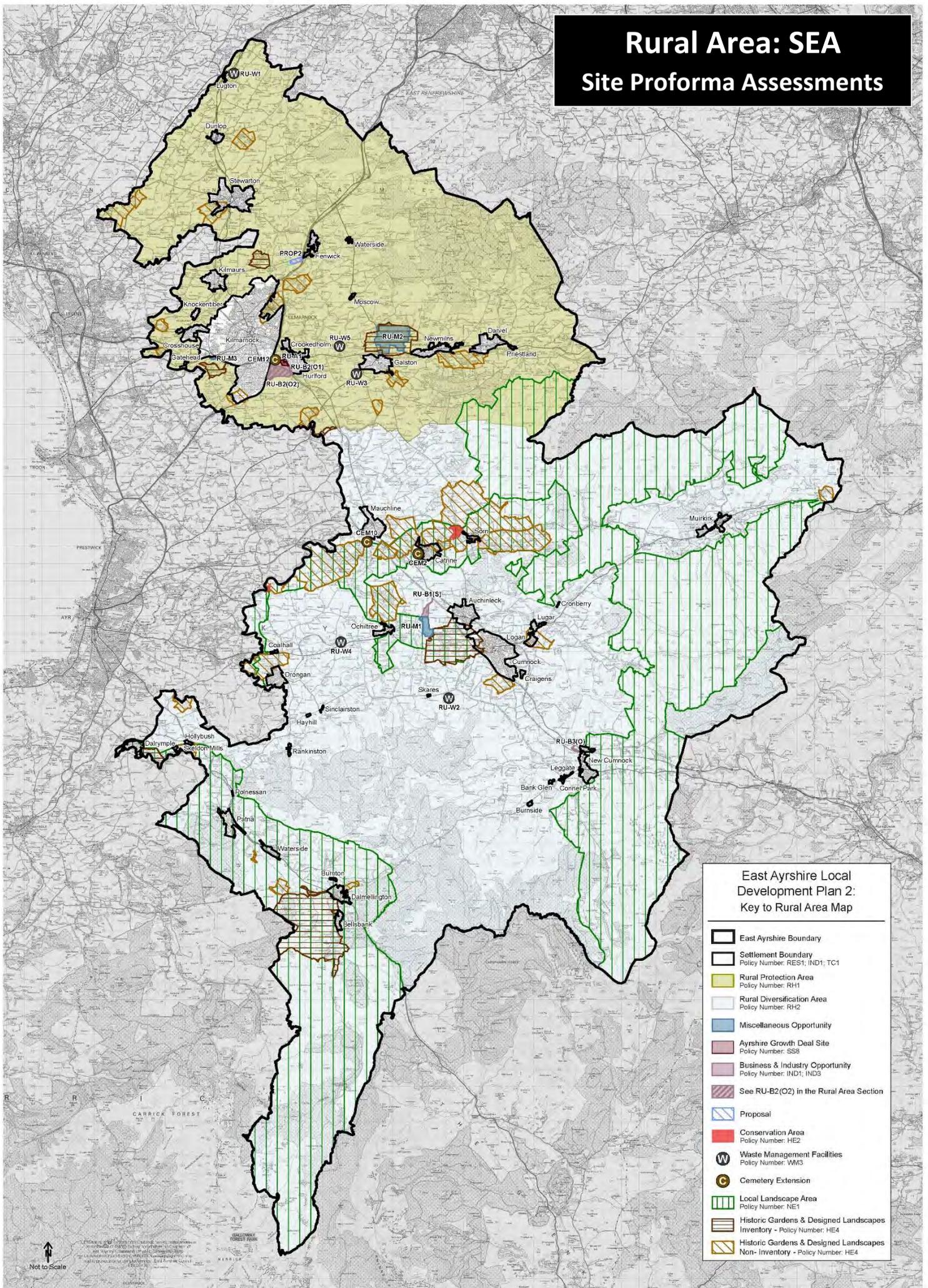
EAST AYRSHIRE COUNCIL

# Local Development Plan 2

# Environmental Report

2024

# Rural Area: SEA Site Proforma Assessments



**East Ayrshire Local Development Plan 2:  
Key to Rural Area Map**

- East Ayrshire Boundary
- Settlement Boundary  
Policy Number: RES1, IND1, TC1
- Rural Protection Area  
Policy Number: RH1
- Rural Diversification Area  
Policy Number: RH2
- Miscellaneous Opportunity
- Ayrshire Growth Deal Site  
Policy Number: SS8
- Business & Industry Opportunity  
Policy Number: IND1, IND3
- See RU-B2(O2) in the Rural Area Section
- Proposal
- Conservation Area  
Policy Number: HE2
- Waste Management Facilities  
Policy Number: WM3
- Cemetery Extension
- Local Landscape Area  
Policy Number: HE1
- Historic Gardens & Designed Landscapes  
Inventory - Policy Number: HE4
- Historic Gardens & Designed Landscapes  
Non-Inventory - Policy Number: HE4

Not to Scale

## List of Local Development Plan 2 Sites

Local Development Plan 2 sites			
KILMARNOCK			
LDP2 Ref	Allocation Type	Address	LDP1 Ref
RU-B1(S)	Business & Industry	Barony Road (Egger)	359B
RU-B2(O1)	Business & Industry	Kirklandside & Kaimshill (North)	
RU-B2(O2)	Business & Industry	Kirklandside & Kaimshill (South)	
RU-B3(O)	Business & Industry	Crowbandgate	
RU-M1	Miscellaneous	Barony Colliery	060M
RU-M2	Miscellaneous	Loudoun Castle	366M
RU-M3	Miscellaneous	South of Moorfield, by Kilmarnock	
CEM10	Cemetery Extension	Mauchline Cemetery	PROP19
CEM12	Cemetery Extension	Riccarton Cemetery	PROP14
CEM2	Cemetery Extension	Catrine Cemetery	PROP2
RU-W1	Waste Management	Dunniflats	001W
RU-W2	Waste Management	Garlaff	009W
RU-W3	Waste Management	Gauchalland Depot Waste Facility	007W
RU-W4	Waste Management	Killoch Energy recovery Facility near Ochiltree	
RU-W5	Waste Management	Milton Landfill (restored)	006W
RU-A1	Ayrshire Growth Deal	Advanced Manufacturing Investment Corridor	
PROP2	Proposal	Park & Ride at West Fenwick	

## Strategic Environmental Assessment

## Outcomes – Assessment Stage

Topic	Assessed in Stage 1	Screened into Stage 2 Assessment
RURAL AREA		
BUSINESS & INDUSTRY		
RU-B1(S): Barony Road (Egger)	Yes	No
RU-B2(O1): Kirklandside & Kaimshill (North)	Yes	Yes
RU-B2(O2): Kirklandside & Kaimshill (South)	Yes	Yes
RU-B3(O): Crowbandgate	Yes	Yes
MISCELLANEOUS		
RU-M1: Barony Colliery	Yes	Yes
RU-M2: Loudoun Castle	Yes	Yes

<b>RU-M3:</b> South of Moorfield, by Kilmarnock	Yes	Yes
<b>CEMETERY EXTENSION</b>		
<b>CEM12:</b> Mauchline Cemetery	Yes	Yes
<b>CEM10:</b> Riccarton Cemetery	Yes	Yes
<b>CEM2:</b> Catrine Cemetery	Yes	Yes
<b>WASTE MANAGEMENT</b>		
<b>RU-W1:</b> Dunniflats	Yes	No
<b>RU-W2:</b> Garlaff	Yes	No
<b>RU-W3:</b> Gauchalland Depot Waste Facility	Yes	No
<b>RU-W4:</b> Killoch Energy recovery Facility near Ochiltree	Yes	Yes
<b>RU-W5:</b> Milton Landfill (restored)	Yes	No
<b>AYRSHIRE GROWTH DEAL</b>		
<b>RU-A1:</b> Advanced Manufacturing Investment Corridor	Yes	Yes
<b>PROPOSAL</b>		
<b>PROP2:</b> Park & Ride at West Fenwick	Yes	Yes

**Stage 2 Assessment Outcomes – Summary Table**

Stage 2 Assessment Key	Significant Positive SP	Significant Positive/Negative SP/N	Significant Negative SN	Unknown / Neutral U / N	Screened out at Stage 1
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Policy	Landscape & Geology	Biodiversity, Flora & Fauna	Climatic Factors	Soil	Air	Water	Cultural Heritage	Health	Population	Material Assets
<b>BUSINESS &amp; INDUSTRY</b>										
<b>RU-B2(O1):</b> Kirklandside & Kaimshill (North)	SN	SN	SP/N	SN	SP/N	SN	X	SP/N	SP/N	SP/N
<b>RU-B2(O2):</b> Kirklandside & Kaimshill (South)	SN	SN	SP/N	SN	SP/N	SN	X	SP/N	SP/N	SP/N
<b>RU-B3(O):</b> Crowbandgate	SP/N	N	SP/N	N	SP/N	SP/N	X	SP/N	SP/N	SP/N
<b>MISCELLANEOUS</b>										
<b>RU-M1:</b> Barony Colliery	SP/N	SN	SP/N	SP/N	SP/N	SP	SP/N	SP/N	SP	SP
<b>RU-M2:</b> Loudoun Castle	SN	SN	SP/N	SP/N	SP/N	SN	SP/N	SP/N	SP/N	SP/N
<b>RU-M3:</b> South of Moorfield, by Kilmarnock	N	N	SP/N	SP/N	SP/N	N	X	SP/N	SP/N	SP/N

CEMETERY EXTENSION										
<b>CEM12:</b> Mauchline Cemetery	N	SN	N	SN	N			N	N	SP
<b>CEM10:</b> Riccarton Cemetery	N	N	N	SN	N			N	N	SP
<b>CEM2:</b> Catrine Cemetery	N	SN	N	SN	N			N	N	SP
WASTE MANAGEMENT										
<b>RU-W4:</b> Killoch Energy recovery Facility near Ochiltree	SN		SN	SP/N	SN	N		SN	SP/N	SP/N
AYRSHIRE GROWTH DEAL										
<b>RU-A1:</b> Advanced Manufacturing Investment Corridor	SN	N	SP/N	SN	SP/N	SN		SP/N	SP/N	SP/N
PROPOSAL										
<b>PROP2:</b> Park & Ride at West Fenwick	SN	SN	SP/N	SP	SP	N		SP	SP	SP

## Stage 1 Assessment Tables

## BUSINESS AND INDUSTRY DEVELOPMENT OPPORTUNITY SITE(S)

<b>RU-B1(S): Barony Road (Egger)</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	The site is contained outwith any settlement boundary and is located between Ochiltree and Auchinleck. 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 coal authority low development risk area. 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 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.

<b>RU-B2(O1): Kirklandside &amp; Kaimshill (North)</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, biodiversity and landscape. There is a presumption that these impacts will be either negative or positive/negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of the water environment, soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive/negative or negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, soil and air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are unlikely to have significant environmental impacts on the historic environment as a result of the potential development of this site, given the sites periphery context.	No. There are unlikely to be significant environmental impacts on historic assets. 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.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

	This should be considered in more detail at Stage 2 assessment.	
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**RU-B2(O2): Kirklandside & Kaimshill (South)**

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, biodiversity and landscape. There is a presumption that these impacts will be either negative or positive/negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of the water environment, soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive/negative or negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, soil and air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are unlikely to be significant environmental impacts on the historic environment as a result of the potential development of this site, given the sites periphery context.	No. There are unlikely to be significant environmental impacts on historic assets. 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.

**RU-B3(O): Crowbandgate**

Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	There are likely to be environmental impacts as a result of developing on this site in terms of landscape and climatic factors. There is a presumption that these impacts will be negative and/or positive/negative in nature. This should be considered in further detail at stage 2 assessment. Significant environmental impacts are not anticipated in terms of biodiversity.	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). Impacts on the water environment and soil are not anticipated. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources. This should be considered in more detail at Stage 2 assessment.
Historic Environment	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.

### MISCELLANEOUS DEVELOPMENT OPPORTUNITY SITE(S)

<b>RU-M1: Barony Colliery</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, biodiversity and landscape. There is a presumption that these impacts will be either negative or positive/negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of the water environment, soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive/negative or positive in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, soil and air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are likely to be significant environmental impacts on the historic environment as a result of the potential development of this site given the historic significance.	Yes. There are likely to be environmental impacts on the historic environment. This should be considered in more detail at Stage 2 assessment.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be either positive and negative or positive in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

<b>RU-M2: Loudoun Castle</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, biodiversity and landscape. There is a presumption that these impacts will be either negative or positive/negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of the water environment, soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive/negative or negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, soil and air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are likely to be significant environmental impacts on the historic environment as a result of the potential development of this site given the historic and cultural significance of the site locally and nationally (in particular listed buildings, scheduled monuments and garden and designed landscapes).	Yes. There are likely to be environmental impacts on the historic environment. This should be considered in more detail at Stage 2 assessment.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be both positive and negative in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

<b>RU-M3: South of Moorfield, by Kilmarnock</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	The site is located in the rural area, immediately to the south-west of the Kilmarnock settlement boundary. The site is vacant, brownfield land; re-naturalisation has taken place to some extent. The currently biodiversity value of the site has not been assessed, but it is expected that biodiversity enhancement that can be secured through the planning process will lead to a net improvement of biodiversity on the site.	Yes. There are likely to be some 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 the water environment, soil and air quality (due to the brownfield nature of the site and issues with potential contamination). There is a presumption that impacts will be positive/negative or positive in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water; soil). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are unlikely to be any impacts on the historic environment as a result of the potential development of this site.	No. There are unlikely to be environmental impacts on the historic environment.
Social Environment	There are likely to be environmental impacts as a result of developing on this site in terms of human health, population and material assets. There is a presumption that these will be either positive and negative, or positive in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

### CEMETERY EXTENSION SITE(S)

<b>CEM10: Mauchline Cemetery</b>		
<b>Components</b>	<b>Will there be an Environmental Impact?</b>	<b>Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?</b>
Natural Features	There are unlikely to be significant environmental impacts as a result of developing on this site in terms of climatic factors or landscape. Impacts on biodiversity may be anticipated, as a precaution there is a presumption that these will be negative. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of soil quality. There is a presumption that impacts will be negative in nature. However, impacts on the water environment and air quality are not anticipated but should be further considered at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil). This should be considered in more detail at Stage 2 assessment.
Historic Environment	Yes, environmental impacts on the historic environment are anticipated for this site as a result of the site being contained within Dumfries House Estate GDL. This should be considered in further detail at stage 2 assessment.	Yes. As outlined above.
Social Environment	There are unlikely to be significant environmental impacts as a result of developing on this site in terms of human health and population. Impacts on material assets are anticipated. There is a presumption that	Yes. As outlined above.

	these will be positive in nature. This should be considered in more detail at Stage 2 assessment.	
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<b>CEM12: Riccarton Cemetery</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 unlikely to be significant environmental impacts as a result of developing on this site, in terms of landscape, biodiversity or climatic factors. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of soil quality. There is a presumption that impacts will be negative in nature. However, impacts on the water environment and air quality are not anticipated but should be further considered at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil). This should be considered in more detail at Stage 2 assessment.
Historic Environment	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 unlikely to be significant environmental impacts as a result of developing on this site in terms of human health and population. Impacts on material assets are anticipated. There is a presumption that these will be positive in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

<b>CEM2: Catrine Cemetery</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 unlikely to be significant environmental impacts as a result of developing on this site in terms of climatic factors or landscape. Impacts on biodiversity may be anticipated, as a precaution there is a presumption that these will be negative. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site in terms of soil quality. There is a presumption that impacts will be negative in nature. However, impacts on the water environment and air quality are not anticipated but should be further considered at Stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil). This should be considered in more detail at Stage 2 assessment.
Historic Environment	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 unlikely to be significant environmental impacts as a result of developing on this site in terms of human health and population. Impacts on material assets are anticipated. There is a presumption that these will be positive in nature. This should be considered in more detail at Stage 2 assessment.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

### WASTE MANAGEMENT SITE(S)

<b>RU-W1: Dunniflats, by Lugton</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	The site is to be 'safeguarded' for its current waste management 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 it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.
Natural Resources	The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. The development of this site is not likely to have significant environmental impacts on natural features due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural resources.
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	The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on the social environment.	No. The development of this site is not likely to have significant environmental impacts on the social environment due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.

<b>RU-W2: Garlaff, by Skares</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	The site is to be 'safeguarded' for its current waste management 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 it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.
Natural Resources	The site is contained within an area of contaminated land and the Coal Authority Development Low Risk Area. The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. The development of this site is not likely to have significant environmental impacts on natural features due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural resources.
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	The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on the social environment.	No. The development of this site is not likely to have significant environmental impacts on the social environment due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely

		to have additional impacts on natural features.
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<b>RU-W3: Gauchalland Depot Waste Facility, near Galston</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	The site is to be 'safeguarded' for its current waste management 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 it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.
Natural Resources	The site is contained within a WOSAS trigger location, an area of contaminated land and the Coal Authority Development Low Risk Area. The area is also classed as Locally Important Good Quality Agricultural Land. The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. The development of this site is not likely to have significant environmental impacts on natural features due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural resources.
Historic Environment	The site is contained within a WOSAS trigger location. The site is not in close proximity to any other historic or cultural assets. The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on the historic environment.	No. As the site is to be 'safeguarded' for its current use as waste management site, it is unlikely to have additional impacts on the historic environment.
Social Environment	The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on the social environment.	No. The development of this site is not likely to have significant environmental impacts on the social environment due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.

<b>RU-W4: Killoch Energy recovery Facility near. Ochiltree</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	The site is in the rural area, therefore impacts on landscape are likely. Due to the nature of the development, impacts on climatic factors are expected. No significant environmental impacts are expected on biodiversity.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site, in terms of soil, and air quality. There is a presumption that impacts will be negative in nature. No significant impacts on water are expected. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (soil 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.	Yes. There are likely to be environmental impacts on the social environment. This should be considered in more detail at Stage 2 assessment.

	This should be considered in more detail at Stage 2 assessment.	
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<b>RU-W5: Milton Landfill (restored), near Crookedholm</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 to be 'safeguarded' for its current waste management 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 it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.
Natural Resources	The site is contained within an area of contaminated land and within the Coal Authority Development High Risk Area. The area is also classed as Locally Important Good Quality Agricultural Land. The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on natural resources.	No. The development of this site is not likely to have significant environmental impacts on natural features due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural resources.
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	The site is to be 'safeguarded' for its current waste management use, which is already in place, as such it is unlikely to have any additional impacts on the social environment.	No. The development of this site is not likely to have significant environmental impacts on the social environment due to it being 'safeguarded' for its current use as waste management site, and as such it is unlikely to have additional impacts on natural features.

### AYRSHIRE GROWTH DEAL SITE(S)

<b>RU-A1: Advanced Manufacturing Investment Corridor</b>		
Components	Will there be an Environmental Impact?	Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?
Natural Features	There are likely to be environmental impacts as a result of developing on this site, in terms of climatic factors and landscape. There is a presumption that these impacts will be either negative or positive/negative in nature. This should be considered in further detail at stage 2 assessment. No significant impacts, in terms of biodiversity are anticipated. However, this has been screened into stage 2 for further consideration. It is presumed that impacts will likely be neutral.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site, in terms of the water environment, soil and air quality (due to the proliferation of private car use and potential pollution). There is a presumption that impacts will be positive/negative or negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on certain natural resources (water, soil and air). This should be considered in more detail at Stage 2 assessment.
Historic Environment	There are unlikely to be significant environmental impacts on the historic environment as a result of the	No. There are unlikely to be significant environmental impacts on historic assets. Screened out at Stage 1.

	potential development of this site, given the sites periphery context.	
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.

**PROPOSAL SITE(S)**

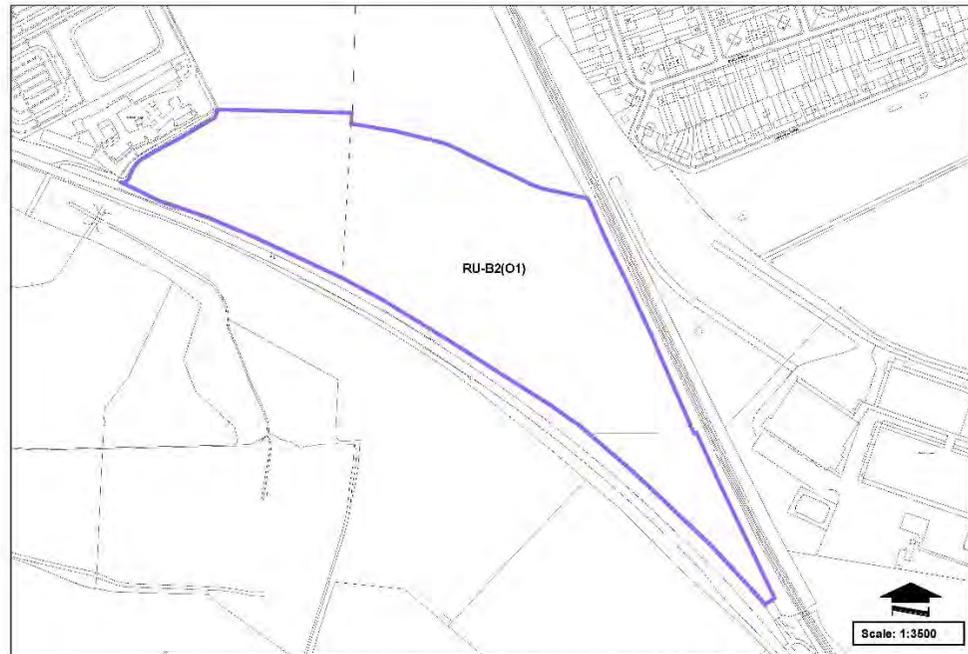
<b>PROP2: Park &amp; Ride at West Fenwick</b>		
<b>Components</b>	<b>Will there be an Environmental Impact?</b>	<b>Significant Impact (Yes/No/Don't Know) Why? If no, could the impact become a significant cumulative or synergistic impact (yes/no) why?</b>
Natural Features	There are likely to be environmental impacts as a result of developing on this site, in terms of landscape, biodiversity, climatic, soil and air factors. There is a presumption that these impacts will be negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on natural features. This should be considered in more detail at Stage 2 assessment.
Natural Resources	There are likely to be environmental impacts as a result of developing on this site, in terms of soil, air quality. However, impacts on the water environment are not anticipated. There is a presumption that impacts will be negative in nature. This should be considered in further detail at stage 2 assessment.	Yes. There are likely to be significant environmental impacts on 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.

Stage 2 Assessments – Site Proforma Assessment Tables

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

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

Site Reference	<b>RU-B2(O1)</b>
Settlement	Rural Area, near Kilmarnock/Hurlford
Address	Kirklandside & Kaimshill (North)
Description	The site is located to the east of the Bellfield Interchange and borders the settlement of Hurlford to the west. The site is bounded by the A76 to the south, Riccarton Cemetery to the north-west and allocated Ayrshire Growth Deal opportunity site to the north. The site is accessible off of the A76. The site is contained within the Rural Protection Area as defined in the LDP2, as it is not contained within any settlement boundary.
OS Grid Ref	NS4436SE
Existing Use	Greenfield
Proposed Use	Business and Industry
Site Size	10.6 ha
Site Capacity	N/A
Planning History	N/A



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**Impacts on Environmental Receptors**

Natural Features	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is situated within the rural area as it borders the settlement of Hurlford. The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the

		predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. The immediate landscape to the west is agricultural in nature, and the site is in close proximity to the Bellfield Interchange, as such, the site does not have significant landscape value. However, as a precaution, impacts are considered to be negative, subject to appropriate mitigation and screening.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Negative	The site is not subject to or in close proximity to any designated or safeguarded sites. However it is found within the CSGN neutral grassland network (high dispersal; non-core). Given the scale of the site, there is potential for the development to result in the loss or fragmentation habitat. As such, impacts are considered to be negative, subject to appropriate mitigation.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	Positive/Negative	The site is a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A71, A76, Bellfield Interchange and A77. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for the business and industry purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. The site contains significant areas of low-to medium risk of surface water flooding which can be mitigated through appropriate siting and design and integration of sustainable urban drainage. The site is also wholly contained within a significant area of low (present day) to medium (projected) fluvial flood (present day and projected). Under a changing climate, there is potential for the development of the site to have significant climate resilience implications. Overall, the environmental impacts on climatic factors are likely to be significant positive and negative.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to 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>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>• Impacts on landscape should be alleviated through appropriate screening and planting, with any existing landscape features of significance (such as hedgerows and trees) retained on site.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Negative	The site is found within the Coal Authority’s Low development risk areas and this could have potentially adverse implications for the development, as past mining activity has taken place. The site is considered to fall within an area of “Class 5” peat and carbon rich soils, the lose of which would be detrimental. In overall terms, the environmental impacts of the development on soil are likely to be negative.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive/Negative	The site is a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connnections given its proximity to the A71, A76 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for the business and industry purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. In overall terms, impacts on air quality are likely to be positive and negative.
Natural Resources	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Negative	The site contains significant areas of low-to medium risk of surface water flooding which can be mitigated through appropriate siting and design and integration of sustainable urban drainage. The site is also wholly contained within a significant area of low (present day) to medium (projected) fluvial flood (present day and projected). Under a changing climate, there is potential for the development of the site to have significant climate resilience implications.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to any 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>It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>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. This development may proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are however bus stops or routes close to the site and local services nearby. The development of this site could result in the creation of new high quality multi-functional green spaces within the settlement boundary. 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>	The development may exacerbate private car use through an increased working population and visitors, in turn detrimentally impacts on air quality, having negative environmental impacts on health. The site is within walking distance of existing public transport networks (SPT bus route and associated bus stops), if utilised this is likely to offset these impacts to some degree. Where development would result in an increased employment offer, this is likely to result in positive impacts on population. In overall terms, impacts on population are likely to be both positive and negative.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive/Negative</b>	The site is a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A76, A71, A77 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the promoted use of this site for the business and industry purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. Under a changing climate, there is potential for the development of the

		<p>site to have climate resilience implications in terms of flood risk. The development of this site cumulatively with other nearby development opportunity sites may have infrastructure implications in terms of transport. The development of the site might result in the enhancement of the blue and green network through the integration of multi-functional open spaces (SuDS). Overall, the environmental impacts on Material assets are likely to be significant positive and negative.</p>
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<p><b>Mitigating Impacts on the Social Environment</b></p>	<ul style="list-style-type: none"> <li>• It should be ensured that mitigation measures are in place to ensure that air pollutants emissions are kept to a minimum.</li> <li>• It should be ensured that the site is accessible as possible, and that there are appropriate and safe routes for the transit of heavy hauling vehicles.</li> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>
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**Services, Infrastructure Capacity, Deliverability and Sustainability Constraints**

<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	No
<b>Water</b>	SEPA Flood Risk	Site contains significant fluvial and surface water flood risk, as such, it could have implications.				
<b>Access</b>						
<b>Consultee Comments</b>						
<b>WWTW Capacity &amp; Waste Water</b>						
<b>Water Supply</b>						

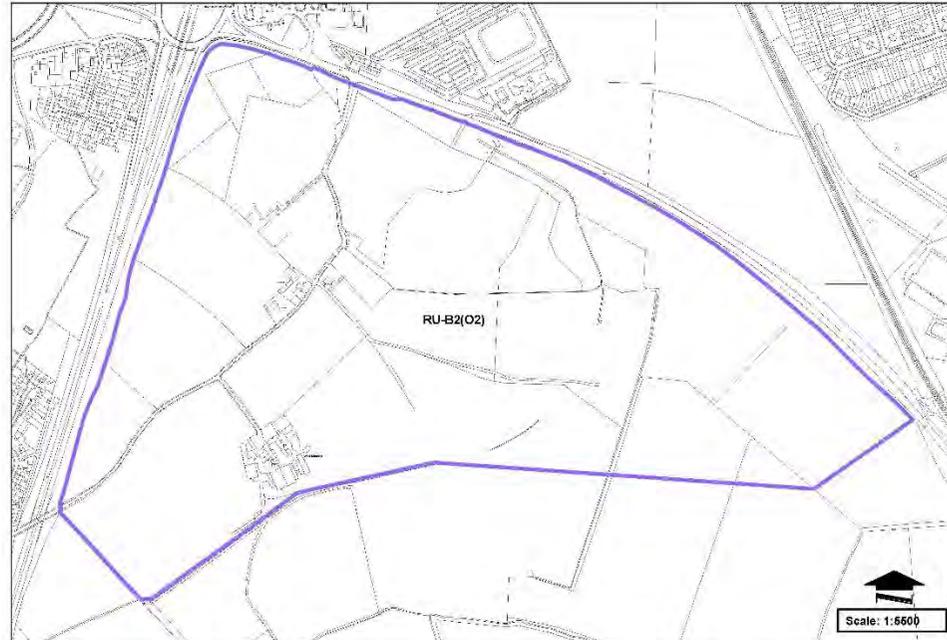
**Short, Medium or Long Term and Cumulative Impacts**

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. There is potential for the

development of this site in conjunction with surrounding development opportunity allocations to have significant cumulative impacts on landscape, biodiversity, climate and material assets. The development of sites RU-B2(02), RU-B2(O1) and RU-A1 could have significant negative landscape implications, leading to the potential coalescence of Kilmarnock and Hurlford. The development of this site may lead to increase economic activity and employment opportunities in Kilmarnock and Hurlford (or beyond).

## Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	<b>RU-B2(O2)</b>
Settlement	Rural Area, near Kilmarnock/Hurlford
Address	Kirklandside & Kaimshill (South)
Description	<p>The site is located to the south-east of the Bellfield Interchange and borders the settlement of Kilmarnock to the east and approached Hurlford from the west.</p> <p>The site is bounded by the A76 to the north, Riccarton Cemetery to the west and allocated business and industry opportunity sites to the south. The site is accessible off of the A76.</p> <p>The site is contained within the Rural Protection Area as defined in the LDP2, as it is not contained within any settlement boundary.</p>
OS Grid Ref	NS4436SW
Existing Use	Greenfield/Agricultural
Proposed Use	Business and Industry
Site Size	69.4 ha
Site Capacity	N/A
Planning History	N/A



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### Impacts on Environmental Receptors

Natural Features	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is situated within the rural area as it borders the settlement of Kilmarnock and Hurlford. The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. The immediate landscape to the west is urban in nature, and the site is in close proximity to the Bellfield Interchange, as such, the site does not have significant landscape value. However, The development of this site alongside other

		development opportunity sites could lead to coalescence of Kilmarnock and Hurlford, which would have significant landscape implications. As a precaution, impacts are considered to be negative, subject to appropriate mitigation and screening.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Negative	The site is not subject to, or in close proximity to any designated or safeguarded sites. However it is found within the CSGN neutral grassland network (high dispersal; non-core) and acid grassland network (high-dispersal; non-core). Given the scale of the site, there is potential for the development to result in the loss or fragmentation habitat. As such, impacts are considered to be negative, subject to appropriate mitigation.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	Positive/Negative	The site is in a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A71 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for ADG purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. The site is subject to significant areas of low to medium risk of surface water flooding (present day). The site is also subject to a significant area of low to medium (present day and projected) fluvial flood risk, which could be mitigated through appropriate siting and design and integration of sustainable urban drainage. Under a changing climate, there is potential for the development of the site to have climate resilience implications. Overall, the environmental impacts on climatic factors are likely to be significant positive and negative.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to 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>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>• Impacts on landscape should be alleviated through appropriate screening and planting, with any existing landscape features of significance (such as hedgerows and trees) retained on site.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Negative	The site is found within the Coal Authority’s Low development risk areas and this could have potentially adverse implications for the development, as past mining activity has taken place. The site is considered to fall within an area of “Class 5” peat and carbon rich soils, as well as “Locally Important Good Quality” agricultural land, the lose of which would be detrimental. The site also contains several areas of intermediate and raised bogs. In overall terms, the environmental impacts of the development on soil are likely to be negative.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive/Negative	The site is a in periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connnections given its proximity to the A71 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for ADG purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. In overall terms, impacts on air quality are likely to be positive and negative.
Natural Resources	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Negative	The site is subject to significant areas of low to medium risk of surface water flooding (present day). The site is also subject to a significant area of low to medium (present day and projected) fluvial flood risk, which could be mitigated through appropriate siting and design and integration of sustainable urban drainage. Under a changing climate, there is potential for the development of the site to have climate resilience implications. As a precaution, impacts on the water environment are considered to be negative, subject to appropriate mitigation.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to any 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>It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</li> </ul>

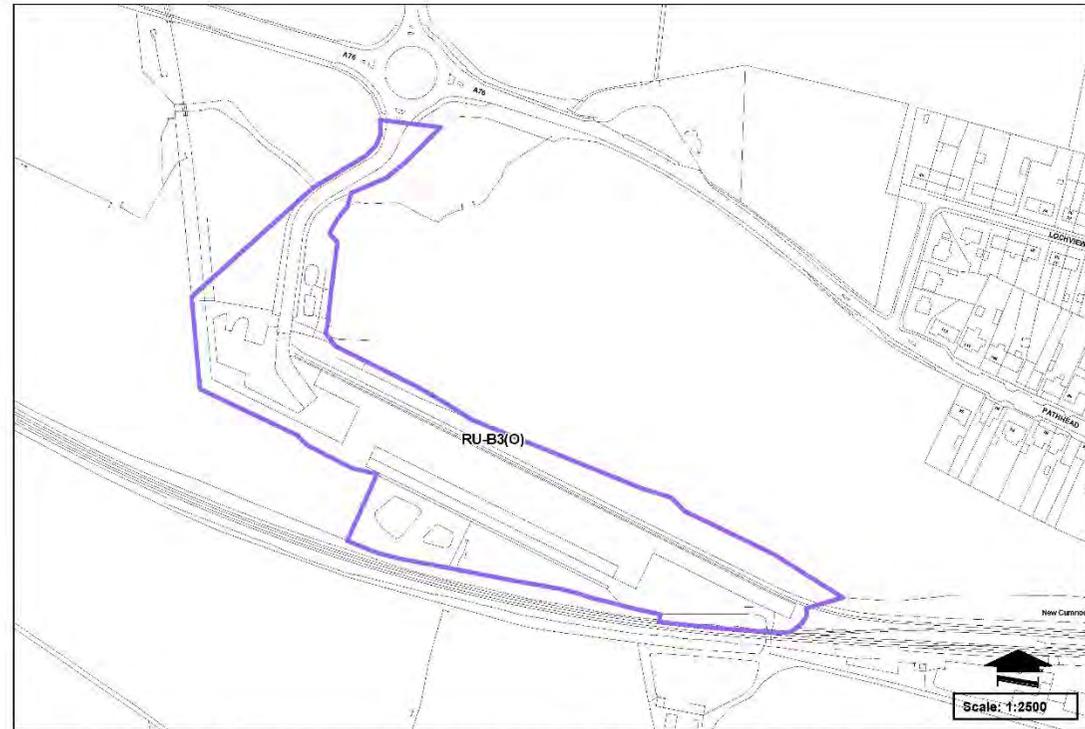
		<ul style="list-style-type: none"> <li>• In accordance with Policy CR1 development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.</li> <li>• Development should be designed to reduce impact on the natural environment assets, including soil. In accordance with policies NE10, NE11 and NE12, the development should be designed to prevent the loss of these assets.</li> <li>• Peatland and carbon rich soils of value and intermediate raised bogs should remain undisturbed.</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. This development may proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are however bus stops or routes close to the site and local services nearby. The development of this site could result in the creation of new high quality multi-functional green spaces within the settlement boundary. 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>	The development may exacerbate private car use through an increased working population and visitors, in turn detrimentally impacting on air quality and having negative environmental impacts on health. The site is within walking distance of existing public transport networks (SPT bus route and associated bus stops). If utilised this is likely to offset these impacts to some degree. Where development would result in an increased employment offer, this is likely to result in positive impacts on population. In overall terms, impacts on population are likely to be both positive and negative.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive/Negative</b>	The site is in a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A76, A71, A77 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport.

		<p>However, the promoted use of this site for the business and industry purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. Under a changing climate, there is potential for the development of the site to have climate resilience implications in terms of flood risk. The development of this site cumulatively with other nearby development opportunity sites may have infrastructure implications in terms of transport. The development of the site might result in the enhancement of the blue and green network through the integration of multi-functional open spaces (SuDS). Overall, the environmental impacts on material assets are likely to be significant positive and negative.</p>					
<p><b>Mitigating Impacts on the Social Environment</b></p>	<ul style="list-style-type: none"> <li>• It should be ensured that mitigation measures are in place to ensure that air pollutants emissions are kept to a minimum.</li> <li>• It should be ensured that the site is accessible as possible, and that there are appropriate and safe routes for the transit of heavy hauling vehicles.</li> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</li> <li>• In accordance with Policy CR1 development proposals must integrate and utilise natural flood management techniques and incorporate sustainable urban drainage systems into the site.</li> <li>• Development should be designed to reduce impact on the natural environment assets, including soil. In accordance with policies NE10, NE11 and NE12, the development should be designed to prevent the loss of these assets.</li> </ul>						
<p><b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b></p>							
<p><b>Soil</b></p>	<p>Coal Authority Risk Assessment</p>	<table border="1"> <tr> <td data-bbox="790 1066 965 1134">Low Risk</td> <td data-bbox="965 1066 1211 1134">Vacant and Derelict Land</td> <td data-bbox="1211 1066 1391 1134">No</td> <td data-bbox="1391 1066 1839 1134">Contaminated Land</td> <td data-bbox="1839 1066 2049 1134">No</td> </tr> </table>	Low Risk	Vacant and Derelict Land	No	Contaminated Land	No
Low Risk	Vacant and Derelict Land	No	Contaminated Land	No			
<p><b>Water</b></p>	<p>SEPA Flood Risk</p>	<p>Site contains significant fluvial and surface water flood risk, as such, it could have implications.</p>					
<p><b>Access</b></p>							
<p><b>Consultee Comments</b></p>	<p><u>Transport Scotland</u>  <i>Note: Site 35 is IER PIP reference number – Now site RU-B2(O2):</i>                  Site 35 [is the Future Growth Area 4 within the adopted LDP. Site 35 represents a significant scale of development that would seek to gain access to the A77 Bellfield Interchange. Operational concerns include intensification of traffic on current congested approaches to Bellfield roundabout and the potential for queue back of traffic onto the A77(T). Road safety measures have been implemented on the A77(T) southbound as an interim solution to queue back onto the trunk road, but the traffic implications of Site 35 are likely to require a step change from the current trunk road infrastructure provision.</p>						

	<p>While the location is in proximity to the adjacent urban area, it is bounded to the west by the A77(T) and to the north by the A76(T). Therefore, infrastructure will be required to ensure that the site is able to be sustainably accessed in line with the NTS2 Sustainable Travel Hierarchy. Although the site includes an overbridge of the A77(T) to the south west, the lack of a crossing to the north west of the site will have significant implications for walking and cycling connections to the town centre and it is considered the site would promote the use of the private car contrary to SPP and NTS2.</p> <p><u>Historic Environment Scotland:</u>          Potential effects on historic environment asset on site have not been assessed.  <a href="http://www.wosas.net/wosas_site.php?id=47390">http://www.wosas.net/wosas_site.php?id=47390</a></p>
<p><b>WWTW Capacity &amp; Waste Water</b></p>	
<p><b>Water Supply</b></p>	
<p><b>Short, Medium or Long Term and Cumulative Impacts</b></p>	
<p>In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant positive if the mitigation and enhancements methods are taken into account and that the development follows the Council’s design guidance to create a sense of place. There is potential for the development of this site in conjunction with surrounding development opportunity allocations to have significant cumulative impacts on landscape, biodiversity, climate and material assets. The development of sites RU-B2(02), RU-B2(O1) and RU-A1 could have significant negative landscape implications, leading to the potential coalescence of Kilmarnock and Hurlford. The development of this site may lead to increase economic activity and employment opportunities in Kilmarnock and Hurlford (or beyond).</p>	

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>RU-B3(O)</b>
<b>Settlement</b>	Rural area, by New Cumnock
<b>Address</b>	Crowbandgate, Land south of A76
<b>Description</b>	The area is a brownfield site immediately out with the New Cumnock settlement boundary and formerly a Rail Freight Terminal
<b>OS Grid Ref</b>	NS6114SW
<b>Existing Use</b>	Vacant brownfield site
<b>Proposed Use</b>	Business and industry (class 4, 5 & 6)
<b>Site Size</b>	3.9 ha
<b>Site Capacity</b>	n/a



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<b>Planning History</b>	10/0045/PP - Withdrawn, 10/0617/PP - Approved with Conditions, 11/0093/PP - Withdrawn, 12/0004/EIASC - Scope agreed, 12/0005/PREAPP - Approved, 13/0210/PP - Refused, 14/0949/PP - Approved with Conditions, 18/0348/PP - Pending Consideration
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### Impacts on Environmental Receptors

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Positive / negative</b>	The site is a brownfield site located immediately outwith the settlement boundary of New Cumnock. The proposed use of the site includes Class 4 (Business), 5 (General industry) and 6 (Storage and distribution). The site is a prominent site off of the A76, on entrance or exit of New Cumnock. Although

		the reutilisation of this site is likely to be positive and the redevelopment of brownfield land is favourable and it might represent an opportunity to enhance its current state, it is considered that the development would alter the landscape character of the settlement of New Cumnock, having negative impacts. In overall terms, environmental impacts are likely to be both positive and negative.
	<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 not in close proximity to any designated or safeguarded sites. The site is part of the Central Scotland Green Networks (CSGN) core high dispersal Wetland network and wetland hotspot (No: 153). Extension of the settlement towards existing green network is in principle not recommended. The development of this site would result in the development of brownfield habitat. Reuse of brownfield land is understood to avoid further development on natural and rural areas and is thus supported. Impacts on biodiversity are likely 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>	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on climate through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on climate, but the extent of this impact is uncertain as the scale and exact use of the development is uncertain. Additionally, the site is connected by freight rail which could potentially further minimise the need for lorries and thus have a positive impact on GHG emissions. It is within close proximity of bus stops and New Cumnock railway station which represents an opportunity for public transport use. The site poses no significant implications in terms of climate resilience as a result of fluvial or surface water flooding. In overall terms, environmental impacts on air quality are likely to be both positive and negative.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• Due to its location in the rural area, any development should be carefully designed to minimise landscape impact, using if appropriate, natural screening.</li> <li>• In terms of climate, consideration should be given to active travel linkages and the feasibility of moving freight by rail</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Neutral</b>	The site contains non-calcareous gleys. The site is subject to the Coal Authority's Development Low Risk area. There is potential for the development of the site to have a negative impact on soil as a result of previous mining activity. The development would not result in the loss of important soil resources such as prime agricultural land, carbon rich soils, peatland or raised/intermediate bogs. As a precaution, impacts are considered to be negative as a result of the development risk. It is considered that impacts could be neutral subject to appropriate mitigation and following consultation.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>

	<b>Positive / negative</b>	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on air quality, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on air quality, but the extent of this impact is uncertain as the scale and exact use of the development is uncertain. Additionally, the site is connected by freight rail which could potentially further minimise the need for lorries and thus have a positive impact on GHG emissions. It is within close proximity of bus stops and New Cumnock railway station which represents an opportunity for public transport use. The impact of proposed development alone on air quality is considered to be adverse, but directing said uses to a place such as this would overall reduce the adverse impacts on air quality and climate change. In overall terms, environmental impacts on air quality are likely to be both positive and negative.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Positive / negative</b>	The site is subject to three small areas of low-medium fluvial flood risk (present day and projected). The impacts of the flood risk are not considered to be significant and it is considered that any detrimental impacts could be alleviated through appropriate layout and design. However, it is noted that the site is adjacent to a significant area of fluvial flood risk to the south, under a changing climate potential impacts could be significant. As such, as a precaution (and in light of SEPAs comments below), impacts are considered to be significant positive and negative.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>In terms of air quality, consideration should be given to active travel linkages and the feasibility of moving freight by rail</li> <li>A Flood Risk Assessment (FRA) is required, consisting of topographic information and as well as a detailed layout plan.</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 in close proximity to any historic environment constraints. Screened out at stage 1
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>N/A. No mitigation required in terms of impacts on the historic Environment.</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>	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on population, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on air quality, but the extent of this impact is uncertain as the scale and exact use of the development is uncertain. Additionally, the site is connected by freight rail which could potentially further minimise the need for lorries and thus have a positive impact on GHG emissions. It is within close proximity of bus

		stops and New Cumnock railway station which represents an opportunity for public transport use. The site poses no significant implications in terms of climate resilience as a result of fluvial or surface water flooding. However, the site is not appropriately connected in terms of an active travel network. In overall terms, environmental impacts on human health are likely to be both positive and negative.
	Population	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	Positive / negative	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on population, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on air quality, but the extent of this impact is uncertain as the scale and exact use of the development is uncertain. Additionally, the site is connected by freight rail which could potentially further minimise the need for lorries and thus have a positive impact on GHG emissions. It is within close proximity of bus stops and New Cumnock railway station which represents an opportunity for public transport use. In terms of socio-economic impacts, the allocation of a business and industrial site is likely to lead to potential jobs and investment in the area, benefitting local communities and rural populations. In overall terms, environmental impacts on populations are likely to be both positive and negative.
	Material Assets	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	Positive / negative	This is a brownfield site out with the Rural Protection. Development in brownfield sites is encouraged ahead of greenfield locations, and as such, the identification of this site is in line with this aim. Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on material assets, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on air quality, but the extent of this impact is uncertain as the scale and exact use of the development is uncertain. Additionally, the site is connected by freight rail which could potentially further minimise the need for lorries and thus have a positive impact on GHG emissions. It is within close proximity of bus stops and New Cumnock railway station which represents an opportunity for public transport use. The site poses no significant implications in terms of climate resilience as a result of fluvial or surface water flooding. The site poses opportunities to connect with core paths and right of way networks. In overall terms, environmental impacts on material assets are likely to be both positive and negative.
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>• Consideration should be given to active travel linkages and the feasibility of moving freight by rail</li> <li>• Pedestrian access between the site and public transport links should be considered.</li> </ul>
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>		

<b>Soil</b>	<b>Coal Authority Risk Assessment</b>	Yes – low risk	<b>Vacant and Derelict Land</b>	Yes	<b>Contaminated Land</b>	Yes
<b>Water</b>	<b>SEPA Flood Risk</b>	No flood risk issues.				
<b>Consultee Comments</b>	<p><u>SEPA</u>: Fluvial - adjacent to 1 in 200 flood outline. A minor watercourse flows through site. A basic FRA, consisting of topographic information in the first instance and a detailed layout plan will be required. We cannot find reference to this site on our casework system or on the EAC e-planning portal. We therefore assume that we are still to be consulted notwithstanding that the site is has been 'consented'.</p> <p><u>Transport Scotland</u>: Clarification is sought on the site boundary indicated for the site, as this does not accord with the location of the application noted. Application 18/0348/PP (below) was refused by EAC on 19<sup>th</sup> February 2020. Transport Scotland was consulted on the application and had no objection to the proposals, subject to conditions and advisory notes.</p>					
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short, medium and long term, impacts are likely to be both positive and negative. The magnitude of negative impact will be reduced with appropriate mitigation.						

**MISCELLANEOUS DEVELOPMENT OPPORTUNITY SITE(S)**

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

<b>Site Reference</b>	<b>RU-M1</b>
<b>Settlement</b>	Rural Area
<b>Address</b>	Barony Colliery
<b>Description</b>	The site encompasses the site of the former Barony Colliery and includes a Category B listed headframe, a former power station building and the colliery bing.
<b>OS Grid Ref</b>	NS528215
<b>Existing Use</b>	Listed heritage feature and tourist attraction (Barony Colliery headframe) with and vacant/derelict land featuring a colliery bing and former power station building.
<b>Proposed Use</b>	Miscellaneous
<b>Site Size</b>	46.6 ha
<b>Site Capacity</b>	N/A



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**Planning History** 96/0386/FL – Approved with Conditions; 97/0672/FL – Approved with Conditions; 98/0517/FL – Approved with Conditions; 99/0751/OL – Approved with Conditions; 03/0530/OL – Approved with Conditions; 05/0185/LB – Approved with Conditions; 05/0186/FL – Approved with Conditions; 05/1139/FL – Approved with Conditions; 06/1134/FL – NULL; 08/0634/FL – Approved with Conditions; 09/0105/FL – Approved; 13/0575/PP – Approved with Conditions; 21/0008/PREAPP PP – Approved with Conditions; 21/0008/EIASCRCR – EIA not required; 21/0778/PPP – Refused; 23/0007/EIASCRCR – EIA required; 23/0491/PPP – Approved with Conditions

**Impacts on Environmental Receptors**

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Positive/Negative</b>	The site is located within an area that was actively involved in underground mining; therefore there could be potential geological stability issues which may have significant negative environmental impacts if the site cannot be stabilised. Redevelopment of this site within the rural area will have significant positive environmental impacts as the site can be considered to have a detrimental impact on the visual amenity of the rural landscape. Overall, redevelopment of the site is likely to have significant positive and negative environmental impacts.
	<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>Negative</b>	The site forms part of the CSGN noncore woodland network (high dispersal). Its development could result in the further loss and fragmentation of these networks which would have significant negative impacts on biodiversity, flora and fauna. As a precaution, impacts on Biodiversity, flora and fauna are considered to be significant negative, subject to appropriate mitigation.
	<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 could have significant negative impacts on climate as the site has a probability of flooding (fluvial and surface water). The site is within walking distance of a bus stop so that should help to offset any increase in private modes of transport in the area. Overall, development of the site is likely to have significant positive and negative environmental impacts.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to 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 may be subject to contamination (site ref 50741) and is classified as an area of vacant and derelict land (site ref 3065). The site it is located within the Coal Authority’s Development Low Risk and High Risk areas. There may be issues associated with soil contamination. Remediation of any soil contamination is likely to have significant positive impacts.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Positive / Negative</b>	There are likely to be significant negative environmental impacts due to the potential increase in the number of private modes of transport in this area, however, the site is within walking distance of a bus stop the area. Overall, development of the site is likely to have significant positive/negative environmental impacts.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Positive</b>	There may be issues associated with groundwater contamination. Remediation of any groundwater contamination is likely to have significant positive impacts. While development on this site could potentially increase surface water flooding, it is considered that this could be mediated through appropriate design, layout and use of materials. On balance, it is considered impacts on the water environment could be positive.
<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 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>Positive/Negative</b>	A Category B listed building (Barony A Frame) is located within the site boundary. Redevelopment of the site may result in some environmental improvements to the remainder of the site. Nevertheless, there may be negative effects associated with a potential change to the site as was originally developed as part its use as a colliery. This in particular concerns the colliery bing and the immediate setting of the A Frame, including building foundations and remnants of site infrastructure. Development of the site will not have positive and negative impacts on the historic environment and heritage.
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>• The listed building (Barony A Frame) must be retained and any development must respect the setting of the building.</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>	The treatment and/or removal of potentially contaminated soil and groundwater are likely to have significant positive impacts on human health. Also, the site within walking distance of a public bus stop. However, development on a site which is likely to have been undermined could potentially have significant negative impacts on human health unless the ground is suitable to take development of this size. Overall, the development of the site will have significant positive and negative environmental impacts on health
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Positive</b>	Development of the site for business and industrial uses is likely to provide new employment opportunities. There is the likelihood that the development of this site will help to provide economic

		development within the Auchinleck area. Therefore, the site is likely to have significant positive impacts on population and employment opportunities within deprived areas.				
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>				
	<b>Positive</b>	The site is within walking distance of a public bus stop which is likely to have significant positive environmental impacts. The provision of new recreational open space will enhance the green infrastructure within this area, resulting in positive impacts. It is unlikely; however, that the development will have significant impacts on waste. The development of the site will bring vacant and derelict land into use, having a positive impact on material assets.				
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes.</li> <li>Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> </ul>				
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	High Risk	Vacant and Derelict Land	Yes	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	Fluvial and surface water flood risk.				
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.					
<b>Consultee Comments</b>	<p><u>Nature Scot:</u> This is a brownfield site and we generally support the redevelopment of brownfield sites. However, it is also an important wildlife site with two nationally rare species and we do not consider development to be appropriate here. On this basis, we recommend that this site is not allocated in the Local Development Plan 2.</p> <p><u>Historic Environment Scotland:</u> [PIP] Sites 3 (RU-M1), 11, 70 and 18: These sites all have listed buildings within their boundaries. We are content with the principle of development on the basis that the listed building would be retained and that development would respect the setting of the building.</p> <p>Barony Bing west of Auchinleck (11.2ha) This extensive former bing is known to be of considerable wildlife conservation interest and it has been surveyed by local naturalists and staff of the Coalfield Environment Initiative and the Scottish Wildlife Trust. This interest has been conveyed to East Ayrshire Council with the recommendation that the site should be included in the list of Local Nature Conservation Sites. The proposal that it be developed for business and industry would seriously damage the conservation value of the site and the Scottish Wildlife Trust strongly oppose this proposal</p>					
<b>WWTW Capacity &amp; Waste Water</b>						

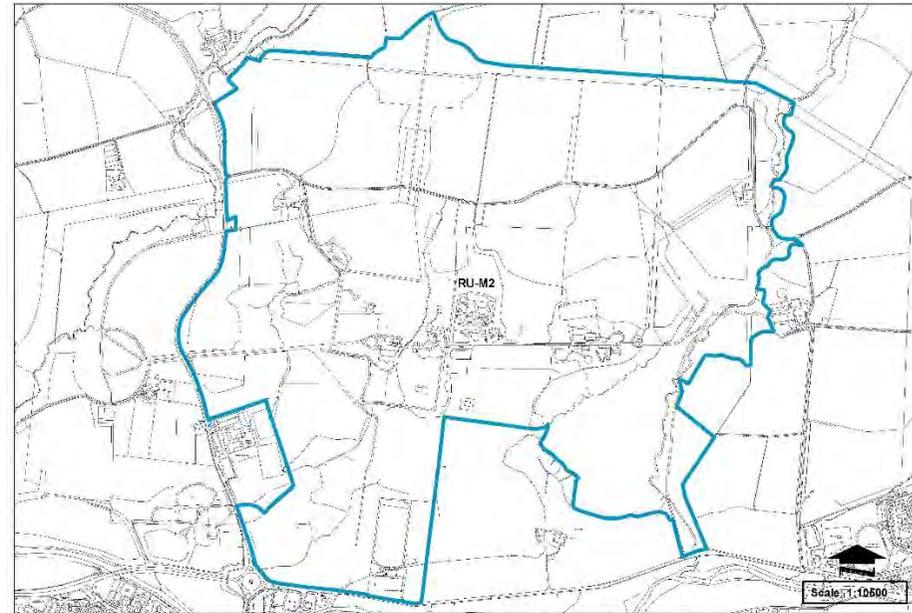
**Water Supply**

**Short, Medium or Long Term and Cumulative Impacts**

In the short term, there are likely to be significant negative impacts associated with development of the site, however, these should ease in the medium to long term, as it is anticipated that the both significant positive and negative impacts will occur if the mitigation and enhancements methods are taken into account.

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>RU-M2</b>
<b>Settlement</b>	Rural Area, Near Galston
<b>Address</b>	Loudoun Castle Estate
<b>Description</b>	<p>The Loudoun Castle Estate is located on the outskirts of Galston. It is rural in nature and hosts a number of protected trees (TPOs), contains and is in close proximity to LNCSSs, and is of notable character due its inventory designation as a Garden and Designed Landscape.</p> <p>The site was allocated within the previous East Ayrshire Local Development Plan (2017) as a miscellaneous development opportunity site. The site is promoted for a tourism and leisure related development.</p> <p>The site is accessible off of the A719.</p>
<b>OS Grid Ref</b>	NS5037NE
<b>Existing Use</b>	Brownfield
<b>Proposed Use</b>	Miscellaneous – Tourism and Leisure Development opportunity site
<b>Site Size</b>	259.80 ha
<b>Site Capacity</b>	N/A



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<b>Planning History</b>	<p>13/0031/EIASCR – EIA Required; 13/0028/EIASCR – EIA Required; 15/0015/PREAPP – Approved; 03/0346/FL – Approved; 99/0074/FL – Approved; 97/0270/LB – Approved; 06/1035/LB – Approved; 05/1225/FL – Approved; 97/0013/FL – Approved; 15/0088/PP – Approved with Conditions; 17/1158/PP – Approved with Conditions; 02/026/FL – Approved with Conditions; 99/0723/FL - Approved with Conditions; 96/0624/FL - Approved with Conditions; 12/0187/PP - Approved with Conditions; 03/1011/FL - Approved with Conditions; 96/0047/FL - Approved with Conditions; 96/0584/FL - Approved with Conditions; 18/0014/PP - Approved with Conditions; 05/0067/FL - Approved with Conditions; 96/0017/EB - Approved with Conditions; 99/0708/FL - Approved with Conditions; 96/0656/FL - Approved with Conditions; 97/0012/FL - Approved with Conditions; 14/0852/PPP – Withdrawn; 15/0676/PPP – Refused; 17/0249/PP – Withdrawn; etc.</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>Negative</b>	The Loudoun Castle Estate is located on the outskirts of Galston. It is rural in nature and hosts a number of protected trees (TPOs), contains and is in close proximity to LNCSSs, and is of notable character due its inventory designation as a Garden and Designed Landscape. Given the scale, prominent nature of the scale, its heritage landscape value and the proposed uses of the site, it is considered its development could have significant negative impacts on landscape character subject to appropriate mitigation. There is potential for the development of the site to result in residential uses within the site in order to facilitate (enable) the development. This would have significant detrimental impacts on landscape. In overall terms, impacts are considered to be significant negative.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Negative</b>	The site incorporates Loudoun Castle Local Nature Conservation Site (formerly referred to as Provisional Wildlife Sites) and borders Orchard Plantation & West Belvedere LNCS and East Holmes Wetlands LNCS. The site also incorporates a number of areas of ancient woodland and TPOs. The site forms part of the CSGN. There is potential for the development of this site to have significant negative environmental impacts on biodiversity with development resulting in loss and/or fragmentation of these nature conservation assets important for the biodiversity of the site. There will undoubtedly be impacts, through the loss of areas of land which have re-naturalised. In overall terms, impacts on biodiversity, flora and fauna are likely to significant negative, subject to appropriate mitigation.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	<b>Positive / Negative</b>	<p>The development of this site is likely to have significant impacts on climatic factors. Its development could increase greenhouse gas emissions through increased private car use, having significant negative impacts. However, there is opportunity for the site to integrate well within or close to existing public transport routes, which would have significant positive impact on climate in terms of greenhouse gas emissions if utilised ahead of private modes of transportation. However, it is difficult to predict with any accuracy what the impact is likely to be, as this is dependent on the type and scale of development proposed.</p> <p>In terms of climate resilience, it is anticipated that the development of the site will likely have significant impacts. The site is located to the North of the River Irvine which runs alongside the A71. The Estate has the A71 to the south and the A719 to the east. Road networks lend themselves to surface water flooding. The site specifically is susceptible to Low-Medium fluvial water flooding risk</p>

		<p>to the south of its extent (present day and projected), which is classified as Lowland River Valley. The site is also at risk of surface water flooding ranging from low to high risk at various locations across the site, not simply concentrated to the south. The allocation and future development of this site could therefore have significant negative impacts on the water environment, through the removal of natural infiltration, increased impermeable surface and increased infrastructure requirements (road network) which would exacerbate existing flooding risk. This is dependent on the nature, scale and design of the proposed development.</p> <p>In overall terms, impacts on climate are likely to be significant positive/negative.</p>
<p><b>Mitigating Impacts on Natural Features</b></p>	<ul style="list-style-type: none"> <li>• The Plan contains a robust policy framework which safeguards landscape and protects important landscape features from detrimental impacts of development (NE1, NE4, NE5 and NE8).</li> <li>• Policy HE4 specifically protects gardens and designed landscapes, including their immediate surroundings and setting. Any subsequent proposal will need to accord with the requirements of this policy, alongside Policy TOUR6.</li> <li>• Potential significant negative impacts on landscape must be reduced and mediated; key views, avenues and vistas must be maintained and retained within the proposal design.</li> <li>• The Plan (Volume 2) outlines where the landscape has the most capacity for sensitive development that accords with the requirements of TOUR6. Should this be adhered to within proposals then potential detrimental impacts across the site will be reduced, as development would be located within the least constrained areas of RU-M2.</li> <li>• Important planting belts must be retained and appropriately maintained in perpetuity.</li> <li>• Proposals should utilise and expand on existing public transport and active travel networks in order to reduce potential GHG emissions and integrate RU-M2 with its surroundings.</li> <li>• Where appropriate, proposals should utilise low carbon solutions into the development, in accordance with the Plans policy framework, specifically Policy RE3.</li> <li>• Development of the site should try to ensure that as many of the trees as possible are retained.</li> <li>• Where trees are lost as a result of this development, the design of the development should add new natural landscape features, including trees and other natural planting throughout the development to create a sense of place and also encourage new forms of green infrastructure which will have a positive impact in terms of landscape character and biodiversity, habitat networks to offset loss and appropriately reflect the historic design of the site.</li> <li>• The developer will be required to investigate the flooding issues further and contact SEPA at an early stage 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> </ul>	

	<ul style="list-style-type: none"> <li>• It should be ensured that the site is as accessible as possible, directly linking to and expanding existing cycling and walking routes, providing direct, easy, segregated and safe links to local facilities and amenities in accordance with NPF4 (Policy 13).</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>• Once developed, the site should be monitored for any increases in air pollution which would lead to national air quality standards being breached.</li> <li>• All existing ancient and semi-natural woodland must be retained and incorporated into the design of the development, contributing positively to the landscape framework and green network on site.</li> </ul>	
<p><b>Natural Resources</b></p>	<p><b>Soil</b></p>	<p><i>To protect and improve soil and land resources.</i></p>
	<p><b>Positive / Negative</b></p>	<p>The site in question contains several areas of contaminated land. The presence of contaminated land has detrimental impacts on soil quality. However, the removal and treatment of contaminated land would have significant positive environmental impacts on soil quality. The site also incorporates a large area of prime quality agricultural land which is ranked as “locally important good quality”. The removal of this could have significant negative impacts on soil quality. However, despite this it is not considered that this will have a negative impact on soil as this is contained within the Gardens and Designed Landscape boundary and agricultural uses themselves would have a detrimental impact on the landscape character of the site in question. In overall terms, environmental impacts on soil quality are likely to be significant positive/negative in nature.</p>
	<p><b>Air</b></p>	<p><i>To prevent deterioration, and where possible, enhance air quality.</i></p>
	<p><b>Positive / Negative</b></p>	<p>The development of this site is likely to have significant impacts on climatic factors. Its development could increase greenhouse gas emissions through increased private car use, having significant negative impacts. However, there is opportunity for the site to integrate well within or close to existing public transport routes, which would have significant positive impact on climate in terms of greenhouse gas emissions if utilised ahead of private modes of transportation. However, it is difficult to predict with any accuracy what the impact is likely to be, as this is dependent on the type and scale of development proposed. In overall terms, impacts on air quality are likely to be significant positive/negative in nature.</p>
<p><b>Water</b></p>	<p><i>To manage flood risk and safeguard the environment from degradation.</i></p>	
<p><b>Negative</b></p>	<p>The site is located to the North of the River Irvine which runs alongside the A71. The Estate has the A71 to the south and the A719 to the east. Road networks lend themselves to surface water flooding. The site specifically is susceptible to Low-Medium fluvial water flooding risk to the south of its extent, which is classified as Lowland River Valley. The site is also at risk of surface water flooding ranging from low to high risk at various locations across the site, not simply concentrated to the south. The</p>	

		<p>allocation and future development of this site could therefore have significant negative impacts on the water environment, through the removal of natural infiltration, increased impermeable surface and increased infrastructure requirements (road network) which would exacerbate existing flooding risk. This is dependent on the nature, scale and design of the proposed development. As a precaution, impacts are likely to be negative, subject to appropriate mitigation.</p>
<p><b>Mitigating Impacts on Natural Resources</b></p>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is as accessible as possible, directly linking to and expanding on existing cycling and walking routes, providing direct, easy, segregated and safe links to local facilities and amenities in accordance with NPF4 (Policy 13)</li> <li>• Existing core paths/rights of way which intersect the site should be retained and expanded.</li> <li>• Development of the site should use zero carbon materials, construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>• The Plan contains a robust policy framework (DES1, NE12 and CR1) which protects the water environment and manages flood risk.</li> <li>• In accordance with Policy CR1: Flood Risk Management, the council will support development proposals which create, expand and enhance natural flood management techniques and incorporate sustainable urban drainage systems into the site.</li> <li>• Developer(s) should contact SEPA regarding the development of this site in order to appropriately address the flood risk experienced.</li> <li>• The Plan contains a robust and effective policy framework which safeguards soil quality, including agricultural land (NE10 and NE11).</li> <li>• The Plan also contains Policy NE13 which promotes the treatment and/or removal of contaminated land. If the site is developed, it is expected that areas of contaminated land will be treated and/or removed in accordance with policy. If this is the case then impacts on soil will no longer be positive/negative in nature.</li> <li>• Once developed, the site should be monitored for any increases in air pollution which would lead to national air quality standards being breached.</li> <li>• Nature-based solutions (including green roofs and SuDS) should be integrated into proposals and also form part of the green network.</li> <li>•</li> </ul>
<p><b>Historic Environment</b></p>	<p><b>Cultural Heritage</b> <b>Positive / Negative</b></p>	<p><i>Protect and enhance the historic built and natural environment.</i></p> <p>The inclusion and promotion of Loudoun Castle as a tourism/leisure development opportunity will have a significant impact on this historic environment. It is not considered that the development of this site will detrimentally impact the historic environment outwith the site.</p>

		<p>The site in question hosts a number of areas/sites of archaeological importance. These are spread across the site. The development of the estate has potential to have negative impact on these sites/areas. The development of the site is undoubtedly likely to have significant environmental impacts on Loudoun Estate Garden and Designed Landscape. The whole development opportunity is contained within this important designation. The development of this site (in any form) will have significant environmental impacts on GDLs.</p> <p>The promotion of this site could have significant positive impacts on cultural heritage, most notably the garden and designed landscape, as well as listed buildings within the site. By promoting this site the Council seek the stabilisation of the A listed Loudoun Castle remains, preventing further deterioration and loss, thus having positive impacts. However, there is also potential for the tourism and leisure development itself to have significant negative impacts on the setting and character of these designations. In overall terms, impacts on cultural heritage are considered to be both significant positive/negative in nature.</p>
<p><b>Mitigating Impacts on the Historic Environment</b></p>		<ul style="list-style-type: none"> <li>• In accordance with Policies TOUR6 and HE5: Enabling Development, the development should result in the consolidation and stabilisation of the castle remains (not necessarily its re-use), in order to minimise the necessary scale of associated enabling development required to bridge the conservation deficit.</li> <li>• Careful consideration should be given to all cultural and natural heritage assets, which should be retained and improved within the site in accordance with all relevant policies (HE1, HE3, HE4, NE1, NE4, NE5 and NE8).</li> <li>• The Plan outlines where the landscape has the most capacity for sensitive development in accordance with the requirements of TOUR6. This excludes areas/sites of archaeological interest. Should this be adhered to within proposals then potential detrimental impacts will be reduced.</li> <li>• The Plan also contains Policy HE3 which protects archaeological sites from the potentially detrimental impacts of developments.</li> <li>• All existing ancient and semi-natural woodland must be retained and incorporated into the design of the development, contributing positively to the landscape framework and green network on site.</li> </ul>
<p><b>Social Environment</b></p>	<p>Human Health</p> <p><b>Positive/Negative</b></p>	<p><i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i></p> <p>Loudoun Castle Estate, is within a walkable distance of public transport networks, with opportunity for public transport to be integrated into the site (such as bus stops). The site is also within a walkable</p>

		<p>distance of basic amenities, such as Galston town centre and Tesco supermarket. This is likely to have a significant positive environmental impact on health.</p> <p>The site in question, will also have ample opportunity to integrate and join existing active travel networks such as Core Paths and Rights of Way which intersect the site, increasing the sustainability of the site. In this respect, this option is likely to have significant positive impact on health. However, it is noted that the development of the site for a mix of uses could result in the loss or removal of these key walking routes which would have a significant negative environmental impact on health.</p> <p>The site in question is designated as a Garden and Designed Landscape which is currently inaccessible to the public. The development of this site would, however provide access to this location, therefore enhancing public access to local open spaces. This would have a significant positive impact on health. However, it is noted that development of the site would undoubtedly result in the loss of some of the green space as currently identified. However, by allocating the site to accommodate housing development as well as the recreational/tourism use, this is likely to led to the proliferation of private car use which will in turn in increase greenhouse gas emissions, pollutants and reduce air quality which will have a significant negative environmental impact on health.</p>
	<b>Population</b>	<p><i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i></p>
	<b>Positive/Negative</b>	<p>Loudoun Castle Estate, is within a walkable distance of public transport networks, with opportunity for public transport to be integrated into the site (such as bus stops). The site is also within a walkable distance of basic amenities, such as Galston town centre and Tesco supermarket. This is likely to have significant positive environmental impacts on population.</p> <p>The site in question will also have ample opportunity to integrate and join existing active travel networks, such as Core Paths and Rights of Way, which intersect the site, increasing the sustainability of the site. In this respect, this option is likely to have significant positive impact on health. However, it is noted that the development of the site for a mix of uses could result in the loss or removal of these key walking routes which would have a significant negative environmental impact on population. The site in question, is designated as a Garden and Designed Landscape which is currently inaccessible to the public. The development of this site would, however provide access to this location, therefore enhancing public access to local open spaces. This would have a significant positive impact on population.</p>
	<b>Material Assets</b>	<p><i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i></p>

	<p><b>Positive/Negative</b></p>	<p>There is potential for the development of the site as a tourism and leisure related development opportunity site is likely to have significant impacts on material assets. The increase of development, population and visitors will have a negative environmental impact on existing infrastructure capacity. The allocation of this site and its subsequent development is likely to proliferate private car use, which will in turn, require improvements in the road network and parking provisions, having a negative impact on material assets.</p> <p>However, the development of this site will be required to integrate into existing public transport facilities as well as active travel networks, and as such will enhance and increase the provision of these routes (rights of way, cycling networks and core paths) within the site and surrounding settlement, potentially increasing overall connectivity of place. This will have a significant positive impact on material assets.</p>
<p><b>Mitigating Impacts on the Social Environment</b></p>	<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 (Policy RE3).</li> <li>• New developments should integrate, provide and enhance public transport networks with bus stops to ensure that sustainable transport is integrated into the new development in accordance with the requirements of T1 and NPF4 Policy 13.</li> <li>• It should be ensured that new developments, particularly those residential in nature, provide and enhance areas of public open space and recreational facilities in accordance with the requirements of DES1, OS1 and Schedule 1.</li> <li>• In accordance with Policy T2: 20-Minute Neighbourhoods, development proposals must contribute to local living and the principle of 20 minute neighbourhoods, ensuring access to services, facilities and shops with strong linkages. This will be an important consideration, aiming to avoid an isolated, poorly connected development.</li> <li>• It should be ensured that the landscape and infrastructure can accommodate the number of residential units contained within the site, in accordance with TOUR6, this should form a minimal part of a mix of other uses as outlined within the hierarchy.</li> <li>• Core paths and Rights of Way should be retained and expanded. Development should not result in the removal or alteration of these routes.</li> <li>• Once developed, the site should be monitored for any increases in air pollution which would lead to national air quality standards being breached.</li> <li>• It should be ensured that the site is as accessible as possible, directly linking to and expanding existing cycling and walking routes providing direct, easy, segregated and safe links to local facilities and amenities in accordance with NPF4 (Policy 13).</li> </ul>	

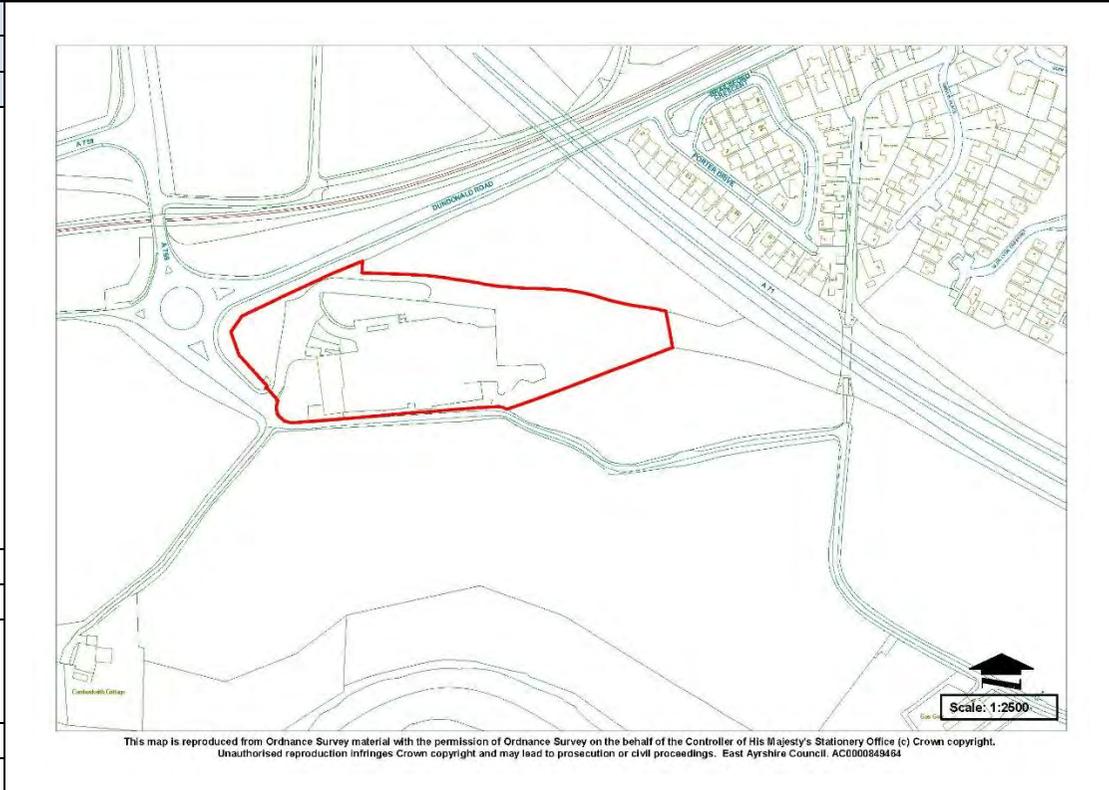
**Services, Infrastructure Capacity, Deliverability and Sustainability Constraints**

<b>Soil</b>	Coal Authority Risk Assessment	N/A	Vacant and Derelict Land	No	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	The site specifically is susceptible to Low-Medium fluvial water flooding risk to the south of its extent. The site is also at risk of surface water flooding ranging from low to high risk at various locations across the site, not simply concentrated to the south.				
<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.					
<b>Consultee Comments</b>	<p><u>Historic Environment Scotland (IER Comment):</u> The effects on the historic environment assets on this site have been assessed as positive. Whilst we agree that there is potential for significant positive effects, this is very much dependant on the nature of development which is delivered, and there is also, without very robust mitigation in place, the potential for significant negative effects.</p> <p>We consider that in principle the site has the potential to accommodate a large scale tourist and leisure destination but that this would be dependent on the scale, design and layout of any proposals that may come forward and the resultant impacts on the GDL, the Castle and its setting. It would also be dependent on the development securing an acceptable outcome for the castle... Our view is that any enabling development on the site should first fund the works to secure the future of the castle, not the development of the tourist and leisure facility. Although we accept the castle could be part of a tourism facility, if enabling development funded the castle rather than the tourist and leisure facility, this would minimise the quantity of enabling housing required. This would reduce the impacts of housing development on the heritage assets at Loudoun. Furthermore, Scottish Ministers determined that the tourist and leisure facility should help fund the restoration of the castle...</p> <p><u>Scottish Wildlife Trust:</u> All of the proposal area is included in the Loudoun Castle Woodlands and Waterside LNCS and includes the largest area of semi-natural woodland in East Ayrshire. The Scottish Wildlife Trust is not against all development within the Estate but consider that it would have to be on a much smaller scale and would need to be subject to stringent scrutiny to ensure that the considerable wildlife conservation interests were not damaged, that every opportunity was taken to enhance these interests and the future sympathetic management of the Estate was assured. It is noted that currently part of the Designed Landscape has been severely affected by the creation of horse gallops with, it seems, no planning permission.</p>					
<b>WWTW Capacity &amp; Waste Water</b>						
<b>Water Supply</b>						
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be 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. Impacts are likely to be cumulative and synergistic in nature, particularly in terms of infrastructure capacity, landscape and on the Garden and Designed Landscape.

## Strategic Environmental Assessment (SEA) Pro Forma

Site Reference	<b>RU-M3</b>
Settlement	Near Kilmarnock
Address	South of Moorfield, By Kilmarnock
Description	<p>The site is located at Moorfield, immediately to the south-west of the Kilmarnock settlement boundary.</p> <p>The A759 Dundonald Road is located to the north of the site, and the A71 Hurlford Road to the east. The site also has an access road to the south.</p> <p>The site is contained within the Rural Protection Area as defined in the LDP2, as it is not contained within any settlement boundary.</p>
OS Grid Ref	NS4036NE
Existing Use	Brownfield
Proposed Use	Business/ industrial and potentially other non-residential uses appropriate to this peripheral location
Site Size	2.1 hectares
Site Capacity	N/A



Planning History: 96/0440/FL – approved; 97/0227/OL – withdrawn; 97/0426/FL – approved with conditions; 97/0427/FL – approved; 97/0606/FL – withdrawn; 98/0209/FL – approved with conditions; 98/0387/FL – approved with conditions; 99/0113/FL – approved with conditions; 08/0242/FL – withdrawn.

### 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 brownfield, located immediately outwith the settlement boundary of Kilmarnock. The proposed use of the site includes Class 4 (Business), 5 (General industry) and 6 (Storage and distribution), with the potential to also consider other non-residential uses that are appropriate to this peripheral location. The landscape is characterised by Nature.Scot as “Lowland River Valleys”, however due to the proximity to the road network, the Moorfield Industrial Estate, and the settlement of

		<p>Kilmarnock, the site itself is not deemed to make any real contribution to the overall landscape character designation. The reutilisation of the site is likely to be positive and the redevelopment of brownfield land is favourable. In overall terms, environmental impacts in terms of landscape are likely to be neutral.</p>
	<p><b>Biodiversity, Flora &amp; Fauna</b></p>	<p><i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i></p>
	<p><b>Neutral</b></p>	<p>No part of the site is designated or safeguarded, nor is the site in close proximity to any designated or safeguarded sites. The site is in close proximity to the Central Scotland Green Networks (CSGN) acid grassland network, and this encroaches into the western part of the site to a very small degree. The development of this site would result in the development of brownfield habitat, however, as the site has been vacant for some time, it has re-naturalised to an extent. No assessment has been made of the potential biodiversity value of the site at present, but owing to its situation and former use, this is not expected to be a high value habitat. Reuse of brownfield land is understood to avoid further development on other natural and rural areas is thus supported. Impacts on biodiversity are likely to be neutral or even positive, as it is expected that biodiversity enhancement can be secured through the planning process, which will lead to a net improvement of biodiversity on the site.</p>
	<p><b>Climatic Factors</b></p>	<p><i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i></p>
	<p><b>Positive / negative</b></p>	<p>Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development in this site could have negative environmental impacts on climate through the proliferation of private car use, hauling traffic and larger vehicles; the former can however be mitigated in part by the existence of a current bus route which serves the nearby Moorfield Industrial Estate, which represents an opportunity for public transport use. Freight lorries would be expected to have a significant adverse impact on climate, and there is no opportunity to transport freight using rail links to this site, however the extent of this impact is uncertain as the scale and exact use of the development is unknown at this stage. The site poses some issues in terms of climate resilience as a result of surface water flooding. Two small areas of the site are subject to a high likelihood of flooding, and these same areas become larger when a medium likelihood of flooding is included. However, it is expected that this risk can be mitigated and this will be requirement for development of the site.</p>
<p><b>Mitigating Impacts on Natural Features</b></p>		<ul style="list-style-type: none"> <li>• In terms of climate, consideration should be given to connect to, integrate and expand the active travel network.</li> <li>• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Any subsequent proposal will be required to demonstrate how the proposal will contribute to the enhancement of biodiversity and how nature-based solutions will be integrated into the development</li> </ul>

		<p>proposal. Annexe A of NatureScot’s <a href="#">Developing with Nature Guidance</a> should be utilised for ideas of ways to strengthen nature networks and increase biodiversity on site.</p> <ul style="list-style-type: none"> <li>• In terms of biodiversity, enhancement may be secured through planning conditions as per NPF4 and LDP2</li> <li>• A Flood Risk Assessment (FRA) is required, consisting of topographic information and as well as a detailed layout plan.</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>• Although significant impacts on landscape are not anticipated, the proposal should integrate natural screening where possible to reduce visibility and its visual impact on landscape.</li> </ul>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Positive / negative	The site may be subject to contamination (site ref. 51434). The site is located within the Coal Authority’s Development High Risk area. There may be issues with soil contamination. Remediation of any soil contamination through development on the site is likely to have significant positive impacts. In overall terms, impacts are considered to be significant positive and negative in nature.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive / negative	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development on this site could have negative environmental impacts on climate through the proliferation of private car use, hauling traffic and larger vehicles. The former can, however be mitigated in part by the existence of a current bus route which serves the nearby Moorfield Industrial Estate, which represents an opportunity for public transport use. Freight lorries would be expected to have a significant adverse impact on climate, and there is no opportunity to transport freight using rail links to this site, however the extent of this impact is uncertain as the scale and exact use of the development is unknown at this stage. The impact of proposed development alone on air quality is considered to be adverse, but directing said uses to a place such as this would overall reduce the adverse impacts on air quality and climate change. In overall terms, environmental impacts on air quality are likely to be both positive and negative.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	The site is subject to two small areas of medium-high surface water flood risk. The impacts of the flood risk are not considered to be significant and it is considered that any detrimental impacts could be alleviated through appropriate layout, design and use of materials. In overall terms, impacts are likely to be neutral on the basis of impacts not being significant.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> <li>• In terms of air quality, consideration should be given to connect to, integrate and expand the active travel network</li> </ul>

		<ul style="list-style-type: none"> <li>• A Flood Risk Assessment (FRA) is required, consisting of topographic information and as well as a detailed layout plan.</li> <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>• LDP2 also contains policy NE3 which promotes the treatment and/or removal of contaminated land. If the site is developed, it is expected that areas of contaminated land will be treated and/or removed in accordance with policy.</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 in close proximity to any historic environment constraints. Screened out at stage 1.
<b>Mitigating Impacts on the Historic Environment</b>		<ul style="list-style-type: none"> <li>• N/A. No mitigation required in terms of impacts on the historic Environment.</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>	<p>Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development on this site could have negative environmental impacts on human health, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on air quality, but the extent of this impact is uncertain as the scale and exact use of the development is unknown at this stage. Additionally, the site is in close proximity to an existing bus route which serves Moorfield Industrial Estate, which represents an opportunity for public transport use. However, the site is not appropriately connected in terms of an active travel network at present.</p> <p>The site poses no significant implications, in terms of climate resilience as a result of fluvial or surface water flooding. The treatment and/or removal of potentially contaminated soil and groundwater are likely to have significant positive impacts on human health. However, development on a site which is deemed a High Risk area by the Coal Authority could potentially have significant negative impacts on human health unless the ground is suitable to take development of this size.</p> <p>In overall terms, environmental impacts on human health are likely to be both positive and negative.</p>
	<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>	Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development on this site could have negative environmental impacts on population, through the proliferation of private car use, hauling traffic and larger vehicles. With regard to transport, freight lorries have a significant adverse impact on

		<p>air quality, but the extent of this impact is uncertain as the scale and exact use of the development is unknown at this stage. Additionally, to an existing bus route which serves Moorfield Industrial Estate, which represents an opportunity for public transport use. However, the site is not appropriately connected, in terms of an active travel network at present.</p> <p>In terms of socio-economic impacts, the allocation of a business and industrial site is likely to lead to potential jobs and investment in the area, benefitting local communities. In overall terms, environmental impacts on populations are likely to be both positive and negative.</p>				
	<b>Material Assets</b>	<p><i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i></p>				
	<b>Positive / negative</b>	<p>This is a brownfield site outwith the rural protection area. Development of brownfield land is encouraged ahead of greenfield locations, and as such, the identification of this site is in line with this aim.</p> <p>Class 4 (Business), 5 (General Industry) and 6 (Storage and Distribution) development on this site could have negative environmental impacts on material assets, through the proliferation of private car use, hauling traffic and larger vehicles. This may, in turn require improvements in the road network and parking provisions, having a negative impact on material assets. However, the development is close to an existing bus route, and will be required to integrate existing public transport facilities as well as active travel networks, as such, it is expected that development will enhance and increase the provision of these routes (rights of way, cycling networks and core paths) within the site and the nearby settlement of Kilmarnock, potentially increasing overall connectivity. This will have a significant positive impact on material assets.</p> <p>The development of the site will bring vacant land into use, and will also require the treatment and/or removal of potentially contaminated soil and groundwater, which is likely to have significant positive impacts on material assets.</p>				
	<b>Mitigating Impacts on the Social Environment</b>	<ul style="list-style-type: none"> <li>• Consideration should be given to connect to, integrate and expand the active travel network</li> <li>• Pedestrian access between the site and public transport links should be integrated</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>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>						
<b>Soil</b>	Coal Authority Risk Assessment	Yes – high risk	Vacant and Derelict Land	No	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	Two small areas of medium-high surface water flood risk identified.				

<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes.
<b>Consultee Comments</b>	
<b>Short, Medium or Long Term and Cumulative Impacts</b>	
In the short and medium term, impacts are expected to be both positive and negative, but in the long term these are expected to be majority positive. The magnitude of any potential negative impact will be reduced with appropriate mitigation.	

**CEMETERY EXTENSION SITE(S)**

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

<b>Site Ref</b>	<b>CEM10</b>
<b>Settlement</b>	<b>Mauchline</b>
<b>Address</b>	Mauchline Cemetery
<b>Description</b>	<p>The site is located to the south of Mauchline. The site is found outwith the settlement boundary and proposes an extension area for the existing cemetery to which it is adjacent.</p> <p>The site is accessible from the Kilwinning Road.</p> <p>The site is currently identified as Proposal site within the adopted East Ayrshire Local Development Plan (2017).</p>
<b>OS Grid Ref</b>	NS4926SW
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Extension to existing cemetery
<b>Site Size</b>	0.8 ha
<b>Site Capacity</b>	N/A
<b>Planning History</b>	N/A



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**Impacts on Environmental Receptors**

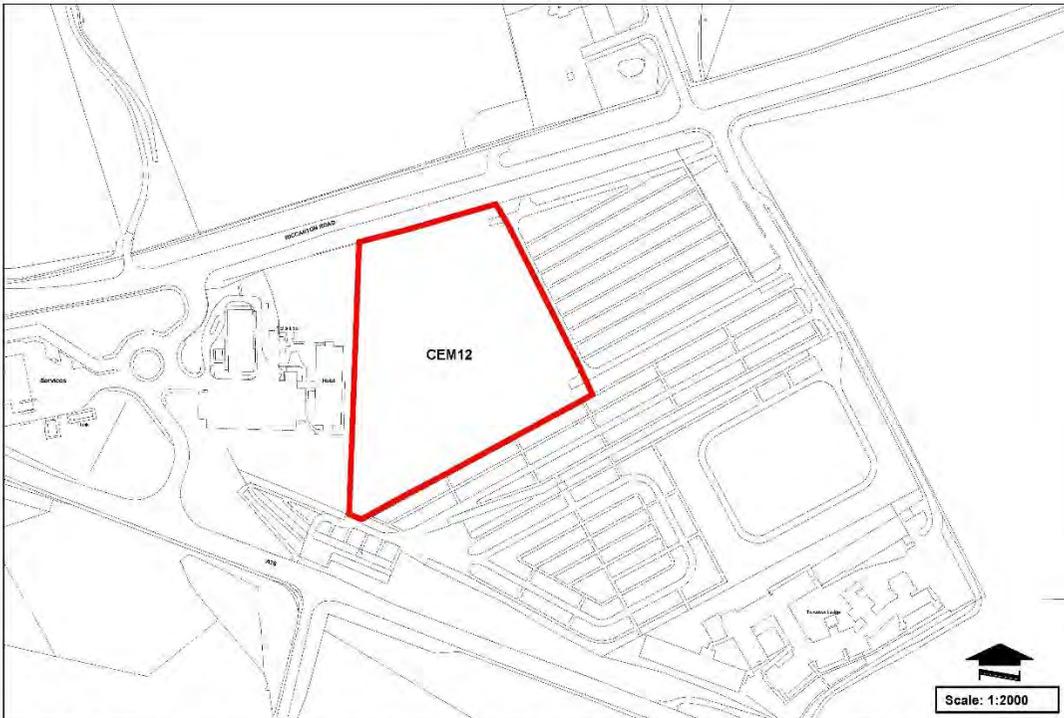
<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is located to the south of Mauchline, and is located outwith the settlement boundary. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. This is a small scale site, the development of which, given the proposed use, is unlikely to alter landscape character. In overall terms, impacts are likely to be neutral.
	<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>Negative</b>	The site is also contained within the CSGN’s acid grassland network (high dispersal; core) and woodland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. As a precaution, due to the site being located outwith the settlement boundary, impacts are considered to be negative, subject to appropriate mitigation.
	<b>Climatic Factors</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors. In terms of climate resilience, the site is unlikely to have any significant positive or negative impacts on the water environment as it is not subject to fluvial or significant surface water flood risk. Impacts on flood risk are therefore considered to be neutral. In overall terms, impacts on climatic factors are likely to be neutral.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to and where possible expanding existing cycling and walking routes, including core paths and rights of way.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Negative</b>	The site is contained within prime quality agricultural land which is classified as “locally important good quality”. The loss of this asset would be significantly negative, for which there is no possible mitigation.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality, .
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>There is no mitigation to reduce the detrimental impact or prevent the loss of prime quality agricultural land.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors, and human health. The development of this site will not result in the loss of any safeguarded open space or CSGN habitat networks. In overall terms, impacts on human health are likely to be neutral.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Neutral</b>	The proposed development and allocation of this site as a cemetery extension is unlikely to have significant positive or negative impacts on population.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive</b>	As outlined above, the site is considered to be sustainably located and as such it is unlikely to have any significant impacts on air quality, climatic factors, human health or population. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. The development is not likely to have any negative impacts in terms of core paths and other important routes (such as Rights of Way). It will not result in the loss of safeguarded open space or CSGN networks. The allocation of this space will enable more capacity within the Cemetery, which will have a positive impact on this necessary material asset.
<b>Mitigating Impacts on the Social Environment</b>		N/A. No significant impacts anticipated which require mitigation.

**Services, Infrastructure Capacity, Deliverability and Sustainability Constraints**

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

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Ref</b>	<b>CEM12</b>	 <p style="font-size: small; text-align: center;">This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on the behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. East Ayrshire Council. 100023409.</p>	
<b>Settlement Address</b>	Kilmarnock Riccarton Cemetery, Near Kilmarnock		
<b>Description</b>	<p>The site is located to the north of Kilmarnock. The site is found outwith the settlement boundary and proposes an extension area for the existing Riccarton cemetery to which it is adjacent.</p> <p>The site is accessible from the Bellfield Interchange.</p> <p>The site is currently identified as Proposal site within the adopted East Ayrshire Local Development Plan (2017).</p>		
<b>OS Grid Ref</b>	NS4436NW		
<b>Existing Use</b>	Greenfield		
<b>Proposed Use</b>	Extension to existing cemetery		
<b>Site Size</b>	1.3ha		
<b>Site Capacity</b>	N/A		
<b>Planning History</b>	97/0425/LA – Proposed Extension to Cemetery – Approved with Conditions		

### Impacts on Environmental Receptors

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is located to the east of the Bellfield Interchange, Kilmarnock. The site is located outwith the settlement boundary. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. This is a small scale site, the development of which, given the proposed use, is unlikely to alter landscape

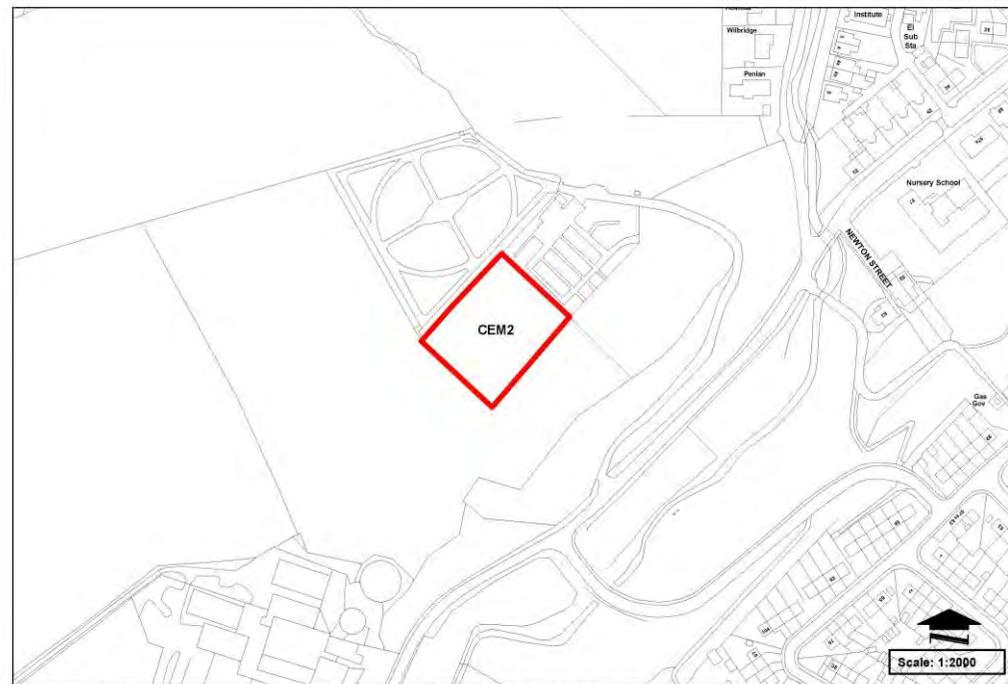
		character of Kilmarnock, Hurlford or the surrounding area. In overall terms, impacts are likely to be neutral.
	<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Neutral</b>	The site is contained within the CSGN’s neutral grassland network (high dispersal; non-core) and acid grassland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. However, given the setting and scale of the site and that the site is contained within the settlement boundary of Kilmarnock, it is unlikely that these habitats are of importance or value in terms biodiversity, flora and fauna. As such, impacts are considered to be neutral.
	<b>Climatic Factors</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors. In terms of climate resilience, the site is unlikely to have any significant positive or negative impacts on the water environment as it is not subject to fluvial or significant surface water flood risk. Impacts on flood risk are therefore considered to be neutral. In overall terms, impacts on climatic factors are likely to be neutral.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to and where possible expanding existing cycling and walking routes, including core paths and rights of way.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Negative</b>	The northern part of 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 not located in close proximity to any other significant soil related constraints. As a precaution, impacts are considered to be negative, before the implementation of appropriate mitigation.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>

	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• 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 accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors, and human health. The development of this site will not result in the loss of any safeguarded open space or CSGN habitat networks. In overall terms, impacts on human health are likely to be neutral.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Neutral</b>	The proposed development and allocation of this site as a cemetery extension is unlikely to have significant positive or negative impacts on population.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive</b>	As outlined above, the site is considered to be sustainably located and as such it is unlikely to have any significant impacts on air quality, climatic factors, human health or population. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. The development is not likely to have any negative impacts in terms of core paths and other important routes (such as Rights of Way). It will not result in the loss of safeguarded open space or CSGN networks. The

		allocation of this space will enable more capacity within the Cemetery, which will have a positive impact on this necessary material asset.
<b>Mitigating Impacts on the Social Environment</b>		N/A. No significant impacts anticipated which require mitigation.

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>CEM2</b>
<b>Settlement</b>	Catrine
<b>Address</b>	Sorn Parish Cemetery
<b>Description</b>	The site is located to the west of Catrine. The site is found outwith the settlement boundary and proposes an extension area for the existing cemetery.
	The site is accessible from the B713, Catrine
	The site is currently identified as Proposal site within the adopted East Ayrshire Local Development Plan (2017).
<b>OS Grid Ref</b>	NS5525NE
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Cemetery extension
<b>Site Size</b>	3.4 ha
<b>Site Capacity</b>	N/A
<b>Planning History</b>	N/A



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## Impacts on Environmental Receptors

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Neutral</b>	The site is contained within the Special Landscape Area, now referred to as the Local Landscape Area. This is an area of local distinctiveness and importance. The site is found within Nature Scot's Landscape Character Assessment: "Lowland River Valleys (68)". Key characteristics of this classification include incised, narrow river valleys with steep slopes, agricultural lowlands, complex skylines, pastoral farming with hedgerow field boundaries and settlements situated along rivers. However, even though the site is located outwith the settlement boundary of Catrine, given its proposed use (as an extension site for the existing cemetery) and its scale it is unlikely to have significant positive or negative impacts on landscape and geology. As such, 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>Negative</b>	The site is contained within the CSGN's heathland network (moderate dispersal; non-core; high dispersal; non-core), acid grassland network (high dispersal; non-core) and woodland network (high dispersal; non-core). The loss and fragmentation of these habitats would be contrary to the objectives of the SEA. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
	<b>Climatic Factors</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. Although located outwith the settlement boundary of Catrine, the site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors. In terms of climate resilience, the site is unlikely to have any significant positive or negative impacts on the water environment as it is not subject to fluvial or surface water flood risk. Impacts on flood risk are therefore considered to be neutral. In overall terms, impacts on climatic factors are likely to be neutral.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to and where possible expanding existing cycling and walking routes, including core paths and rights of way.</li> </ul>
<b>Natural Resources</b>	<b>Soil</b>	<i>To protect and improve soil and land resources.</i>
	<b>Negative</b>	The site is contained within the Coal Authority's Low Development Risk Area. There is therefore potential for its development to have detrimental impacts on soil. The site is not located in close proximity to any other significant soil related constraints. As a precaution, impacts are considered to be negative, before the implementation of appropriate mitigation.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related

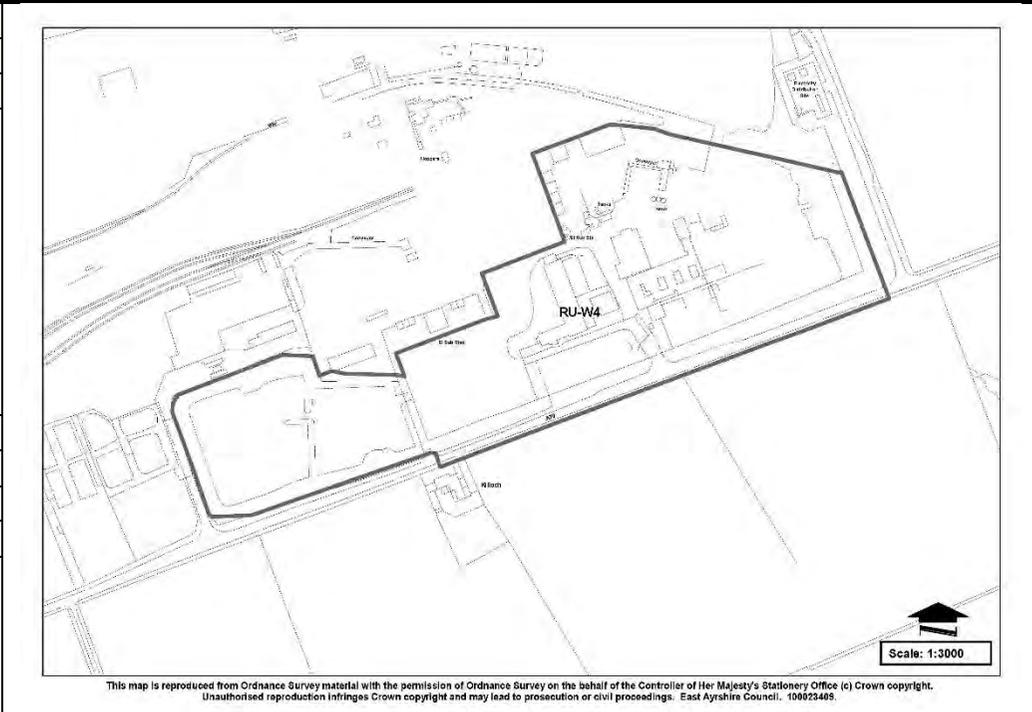
		greenhouse gas emissions. Although located outwith the settlement boundary of Catrine, the site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the east, south and west by a core path. If utilised, this is likely to have neutral impacts on air quality.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Screened out at Stage 1 Assessment</b>	Screened out at Stage 1 assessment. No impacts in terms of the water environment are anticipated as a result of the potential development of this site. The site is not subject to fluvial or surface water flood risk.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> </ul>
<b>Historic Environment</b>	<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment.</i>
	<b>Screened out at Stage 1 Assessment</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.
<b>Mitigating Impacts on the Historic Environment</b>		N/A. No impacts anticipated on the historic environment.
<b>Social Environment</b>	<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilience and safe communities.</i>
	<b>Neutral</b>	The development of this proposal site for a cemetery extension is unlikely to exacerbate private car use or greenhouse gas emissions. Its proposed use will not increase employment or population related greenhouse gas emissions. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. If utilised, this is likely to have neutral impacts on air quality, and in turn climatic factors, and human health. The development of this site will not result in the loss of any safeguarded open space. While the site contains CSGN woodland network, its development is not likely to result in the loss of fragmentation of these habitats due to the proposed use. In overall terms, impacts on human health are likely to be neutral.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Neutral</b>	The proposed development and allocation of this site as a cemetery extension is unlikely to have significant positive or negative impacts on population.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive</b>	As outlined above, the site is unlikely to have any significant impacts on air quality, climatic factors, human health or population. The site is within close proximity to active travel networks, including existing SPT bus routes and associated stops, core path and right of way network. The site is surrounded to the

		east, south and west by a core path. The development is not likely to have any negative impacts in terms of core paths and other important routes (such as Rights of Way). It will not result in the loss of safeguarded open space or CSGN networks. The allocation of this space will enable more capacity within the Cemetery of Auchinleck, which will have a positive impact on this necessary material asset.				
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> </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 flood risk implications.				
<b>Access</b>	The site is accessible off of the B713.					
<b>Consultee Comments</b>						
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during the development of this site.						

**WASTE MANAGEMENT SITE(S)**

## Strategic Environmental Assessment (SEA) Pro Forma

<b>Site Reference</b>	<b>RU-W4</b>
<b>Settlement</b>	Killoch, Ochiltree
<b>Address</b>	Killoch Energy Recovery Facility
<b>Description</b>	<p>The site is to the west of Ochiltree, outwith the settlement boundary. The site is currently on an industrial site for the extraction of minerals.</p> <p>The site is contained within the Rural Diversification Area as defined in the LDP2.</p>
<b>OS Grid Ref</b>	NS480204
<b>Existing Use</b>	Industrial (construction materials)
<b>Proposed Use</b>	Waste management (energy from waste)
<b>Site Size</b>	9.1 ha
<b>Site Capacity</b>	N/A



**Planning History** 15/0413/PP – Approved with Conditions; 20/0013/PREAPP – Approved; 20/0007/EIASC – Scope Agreed; 21/0369/PP – Pending Consideration.

### Impacts on Environmental Receptors

<b>Natural Features</b>	Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is located to the south-west of Ochiltree, on an industrial site for the production of construction materials. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. The immediate

		landscape to the north is degraded due to former mining operations and current coal transfer; however, being located in the rural area amid agricultural land, there is potential for significant impacts on landscape. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Screened out at Stage 1 Assessment	The site is currently dedicated to industrial uses, and is bounded to north and west by minerals extraction operations and to the south by the A70. Council mapping shows a small area to the north as pertaining to the CSGN noncore acid grassland network (high dispersal), but up-to-date satellite photography suggests that this is most likely not the case as it lies within the extents of the minerals extraction operations. 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 and the site is not found within any CSGN habitat networks. As such, this has been screened out at Stage 1 Assessment.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	Negative	Development of the site for an energy from waste recovery facility is likely to have severely negative impacts on climate through its operations, which comprise the production of syngas to be used as a fuel. This is likely to result in emissions of large amounts of greenhouse gases which are likely to worsen climate change. Furthermore, HGV traffic is likely to be increased during operation of the facility, which would also have a significant negative impact on climate through greenhouse gas emissions. An increase in working population on the site is likely to have negative impacts on climate through the proliferation of private car use; there is a bus route within walking distance which may offset this to some degree. The facility is hard to reach via active travel due to its relatively isolated location. In overall terms, the development is likely to have a negative environmental impact on climatic factors.
Mitigating Impacts on Natural Features	<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> </ul>	
Soil	<i>To protect and improve soil and land resources.</i>	

<b>Natural Resources</b>	<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 contains contaminated land. 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. Development of the site for waste management purposes could also result in contamination of the ground which would have detrimental impacts on soil. The site is not located in close proximity to any other significant soil related constraints. In overall terms, impacts are considered to be significant positive and negative.
	<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	<b>Negative</b>	Development of the site for an energy from waste recovery facility is likely to have severely negative impacts on air quality through its operations, which comprise the gasification of waste. This is likely to result in emissions of air pollutants. The end product, syngas, is then used for combustion, which is likely to have further negative impacts on air quality. Furthermore, HGV traffic is likely to be increased during operation of the facility, which would also have a significant negative impact on air quality through emissions. An increase in working population on the site is likely to have negative impacts on air through the proliferation of private car use; there is a bus route within walking distance which may offset this to some degree. The facility is hard to reach via active travel due to its relatively isolated location. In overall terms, the development is likely to have a negative environmental impact on air quality.
	<b>Water</b>	<i>To manage flood risk and safeguard the environment from degradation.</i>
	<b>Neutral</b>	The site is not subject to fluvial flood risk. The site only contains small pockets of low surface flood risk, but as the extents of this hazard are very limited in area, no impacts are anticipated in terms of the water environment.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to any 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>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</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</b>		N/A. No impacts anticipated on the historic environment.

<b>Historic Environment</b>		
<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>Negative</b>	Emissions of air pollutants through the operation of the site are likely to result in negative impacts to the human health, both as by-products of the production of syngas and from the combustion of the latter. The development may exacerbate private car use through an increased working population, in turn detrimentally impacts on air quality, having negative environmental impacts on health. The site is within walking distance of existing public transport networks (SPT bus route and associated bus stops), if utilised this is likely to offset these impacts to some degree. In overall terms, impacts on human health are likely to be negative.
	<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>	The development may exacerbate private car use through an increased working population, in turn detrimentally impacts on air quality, having negative environmental impacts on health. The site is within walking distance of existing public transport networks (SPT bus route and associated bus stops), if utilised this is likely to offset these impacts to some degree. Where development would result in an increased employment offer, this is likely to result in positive impacts on population. In overall terms, impacts on population are likely to be both positive and negative.
	<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 for an energy from waste facility is likely to result in energy being recovered from waste, which would have a significantly positive impact on the government's Zero Waste ambitions and is likely to contribute to energy security, thus having a positive impact on material assets. The development of this site, as outlined above, could have negative impacts on infrastructure capacity through the proliferation of private car use and the use of heavy hauling vehicles, which would have a detrimental impact on air quality and GHG emissions targets. However, this development has capacity to integrate with existing public transport networks. The site is not subject to flood risk (as outlined above) and therefore has no climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significant positive and negative in nature.
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>• It should be ensured that mitigation measures are in place to ensure that air pollutants emissions are kept to a minimum.</li> <li>• It should be ensured that the site is accessible as possible, and that there are appropriate and safe routes for the transit of heavy hauling vehicles.</li> </ul>

		<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> </ul>			
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>					
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land Yes
<b>Water</b>	SEPA Flood Risk	No significant water issues - Small areas of surface water flooding.			
<b>Access</b>					
<b>Consultee Comments</b>					
<b>WWTW Capacity &amp; Waste Water</b>					
<b>Water Supply</b>					
<b>Short, Medium or Long Term and Cumulative Impacts</b>					
<p>In the short to medium term, there are likely to be significant negative environmental impacts experienced during construction/redevelopment of the site. Long term impacts are likely to be significant positive and negative, as the amount of waste that goes into the environment is reduced in exchange for emissions of greenhouse gases and air pollutants. The energy produced from this facility might be cleaner than energy produced through the burning of fossil fuels, which may result in a positive long-term impact.</p>					

**AYRSHIRE GROWTH DEAL SITE(S)**

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

<b>Site Reference</b>	<b>RU-A1</b>
<b>Settlement</b>	Kilmarnock
<b>Address</b>	Advanced Manufacturing Investment Corridor
<b>Description</b>	<p>The site is located to the east of the Bellfield Interchange and borders the settlement of Hurlford to the west.</p> <p>The site is bounded by the A71 to the north, Riccarton Cemetery to the west and allocated business and industry opportunity sites to the south. The site is accessible off of the A71.</p> <p>The site is contained within the Rural Protection Area as defined in the previous EALDP (2017) and LDP2, as it is not contained within any settlement boundary.</p>
<b>OS Grid Ref</b>	NS4436NE
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Ayrshire Growth Deal
<b>Site Size</b>	9.7 ha
<b>Site Capacity</b>	N/A
<b>Planning History</b>	07/0352/FL – Erection of 78 residential units and formation of new access to highway - Withdrawn



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**Impacts on Environmental Receptors**

Landscape

*To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.*

Natural Features	<b>Negative</b>	The site is situated within the rural area as it borders the settlement of Hurlford. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. The immediate landscape to the west is urban in nature, and the site is in close proximity to the Bellfield Interchange, as such, the site does not have significant landscape value. However, as a precaution, impacts are considered to be negative, subject to appropriate mitigation and screening.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	<b>Neutral</b>	The site is not subject to, or in close proximity to any designated or safeguarded sites. However, it is partially found within the CSGN neutral grassland network (high dispersal; non-core). However, its development is unlikely to result in the loss or fragmentation of any valuable habitat. As such, impacts are considered to be neutral.
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts.</i>
	<b>Positive/Negative</b>	The site is in a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A71 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for the ADG purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. The site is bordered by significant areas of low-medium risk of surface water flooding and low and medium fluvial flood risk (present and projected), which can be mitigated through appropriate siting and design and integration of sustainable urban drainage. Under a changing climate, there is potential for the development of the site to have climate resilience implications. Overall, the environmental impacts on climatic factors are likely to be significant positive and negative.
Mitigating Impacts on Natural Features	<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>• Development of the site should use zero carbon materials and construction methods and should embrace renewable energy methods to minimise carbon emissions.</li> <li>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>• Impacts on landscape should be alleviated through appropriate screening and planting, with any existing landscape features of significance (such as hedgerows) retained on site.</li> </ul>	
Soil	<i>To protect and improve soil and land resources.</i>	

Natural Resources	Negative	The site is found within the Coal Authority's Low development risk areas and this could have potentially adverse implications for the development, as past mining activity has taken place. The site is considered to fall within an area of "Locally Important Good Quality" agricultural land. In overall terms, the environmental impacts of the development on soil are likely to be negative.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive/Negative	The site is in a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A71 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for AGD purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. In overall terms, impacts on air quality are likely to be positive and negative.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Negative	The site is bordered by significant areas of low-medium risk of surface water flooding and low to medium fluvial flood risk (present day and projected) , which can be mitigated through appropriate siting and design and integration of sustainable urban drainage. However, under a changing climate, there is potential for the development of the site to have climate resilience implications. As a precaution, impacts on the water environment are considered to be negative, subject to appropriate mitigation.
Mitigating Impacts on Natural Resources		<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, directly linking to any 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>• It should be ensured that appropriate mitigation measures are in place to minimise the emissions of air pollutants during the operation of the facility.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>
	Screened out at Stage 1 Assessment	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. The development of the site will not have a detrimental impact on the historic environment, or indeed, cultural heritage.

<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. This development may proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are, however bus stops or routes close to the site and local services nearby. The development of this site could result in the creation of new high quality multi-functional green spaces within the settlement boundary. 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>	The development may exacerbate private car use through an increased working population and visitors, in turn detrimentally impacts on air quality, having negative environmental impacts on health. The site is within walking distance of existing public transport networks (SPT bus route and associated bus stops), if utilised this is likely to offset these impacts to some degree. Where development would result in an increased employment offer, this is likely to result in positive impacts on population. In overall terms, impacts on population are likely to be both positive and negative.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive/Negative</b>	The site is in a periphery location and is a considerable distance from Kilmarnock town centre or the centre of Hurlford. The site however, has access to existing SPT bus routes and stops and has strong access connections given its proximity to the A71 and Bellfield Interchange. This will have significant positive impacts on greenhouse gas emissions by encouraging the use of public transport. However, the continued use of this site for the AGD purposes is likely to proliferate private car use and goods vehicle movements, which would have significant negative impacts on greenhouse gas emissions. Under a changing climate, there is potential for the development of the site to have climate resilience implications in terms of flood risk. The development of this site cumulatively with other nearby development opportunity sites may have infrastructure implications in terms of transport. The development of the site might result in the enhancement of the blue and green network through the integration of multi-functional open spaces (SuDS). Overall, the environmental impacts on Material assets are likely to be significant positive and negative.
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>It should be ensured that mitigation measures are in place to ensure that air pollutants emissions are kept to a minimum.</li> </ul>

	<ul style="list-style-type: none"> <li>• It should be ensured that the site is accessible as possible, and that there are appropriate and safe routes for the transit of heavy hauling vehicles.</li> <li>• Developments must utilise, where appropriate, zero carbon technologies in order to reduce greenhouse gas emissions and improve energy efficiency.</li> <li>• Development proposals must accord with the policy requirements of DES1, OS1, CR1 and all other relevant policies to ensure that environmental impacts are reduced and that a sustainable approach to development is adopted.</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>
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Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land
<b>Water</b>	SEPA Flood Risk	No	Contaminated Land
<b>Access</b>	No		
<b>Consultee Comments</b>	Site does not contain any significant flood risk, but does border large areas of both fluvial and surface water flood risk, as such, it could have implications.		
<b>WWTW Capacity &amp; Waste Water</b>			
<b>Water Supply</b>			

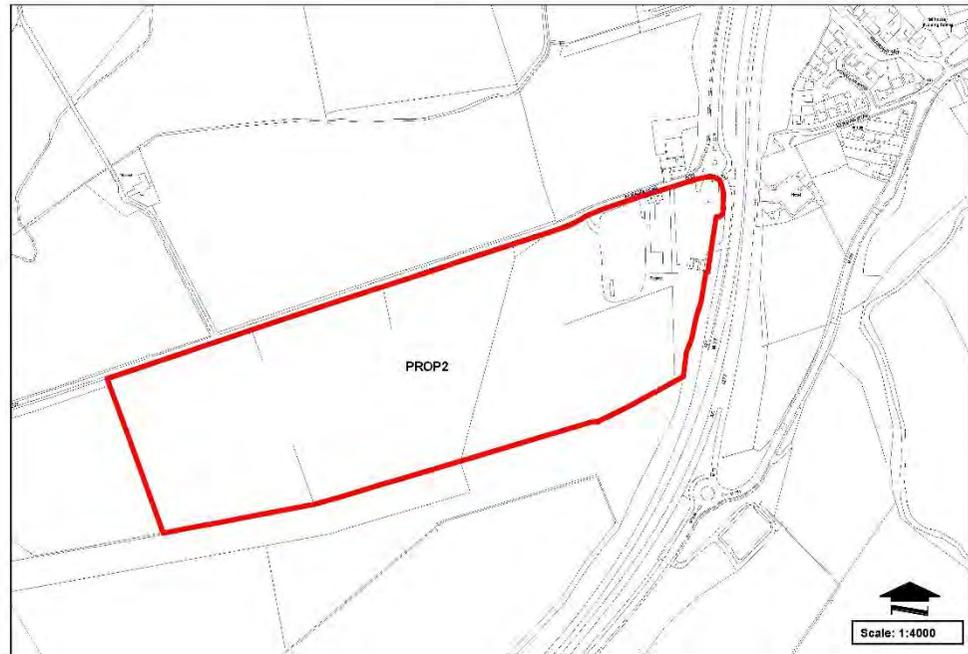
**Short, Medium or Long Term and Cumulative Impacts**

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. There is potential for the development of this site in conjunction with surrounding development opportunity allocations to have significant cumulative impacts on landscape, biodiversity, climate and material assets. The development of this site may lead to increase economic activity and employment opportunities in Kilmarnock and Hurlford (or beyond).

**PROPOSAL SITE(S)**

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

<b>Site Reference</b>	<b>PROP2</b>
<b>Settlement</b>	Fenwick
<b>Address</b>	Park and Ride at West Fenwick
<b>Description</b>	<p>The site is located to the west of the south-west of Fenwick and Laigh Fenwick.</p> <p>The site is bounded by the A71 to the east and the B751 to the north.</p> <p>The site is contained within the Rural Protection Area as defined in the EALDP (2017) and LDP2, as it is not contained within any settlement boundary.</p>
<b>OS Grid Ref</b>	NS4542SE
<b>Existing Use</b>	Greenfield
<b>Proposed Use</b>	Park and Ride Facility
<b>Site Size</b>	15.6 ha
<b>Site Capacity</b>	N/A



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**Planning History** 02/0283/FL – Proposed erection of showroom, workshop, offices and associated works – Approved with Conditions;  
 11/0143/PP – Change of use from agricultural land to haulage yard and storage – Approved with Conditions;  
 12/0725/PP – Erection of 18-metre high wind turbine – Refused.

**Impacts on Environmental Receptors**

<b>Natural Features</b>	<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value.</i>
	<b>Negative</b>	The site is located to the south-west of Laigh Fenwick, on previously undeveloped land. The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic character and a network of major roads which conflict with the rural character and presence of heavy traffic. The site is located on Kilmaurs Road and to the east of the M77. The site is not

		subject to any landscape designation, however, as a precaution, impacts are considered to be negative, subject to appropriate mitigation.
	Biodiversity, Flora & Fauna	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protect species through the retention and provision of habitat and connectivity.</i>
	Negative	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of greenfield habitat which may have an adverse impact on biodiversity, flora and fauna, in opposition of the SEA objectives. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
	Climatic Factors	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts.</i>
	Positive/Negative	The intention of the designation is to encourage modal shift from private car travel to bus travel, the park and ride reducing the number of car-borne journeys to locations further afield. In terms of climate resilience, the site is subject to surface water 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 positive and negative.
<b>Mitigating Impacts on Natural Features</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> <li>Impacts on landscape should be alleviated through appropriate screening and planting, with any existing landscape features of significance (such as hedgerows) retained on site.</li> <li>Any new development should not impact visually on the landscape or break the skyline.</li> </ul>
Natural Resources	Soil	<i>To protect and improve soil and land resources.</i>
	Positive	The site contains a potential area of contaminated land within the easternmost part of the site. Development would not result in the loss of prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. The site is located within the Coal Authority's Development Low Risk Area, however, given the nature of the proposal impacts are not considered to be significant. Impacts are considered to be positive subject to the remediation of any contamination within the site.
	Air	<i>To prevent deterioration, and where possible, enhance air quality.</i>
	Positive	The intention of the designation is to encourage modal shift from private car travel to bus travel, the park and ride reducing the number of car-borne journeys to locations further afield. In overall terms, the development is likely to have a positive environmental impact on air quality.
	Water	<i>To manage flood risk and safeguard the environment from degradation.</i>
	Neutral	Portions of the site are at medium-high risk of surface water flooding. However, it is not considered that this will be significant, with mitigation possible through appropriate layout and design. The impacts are therefore considered to be neutral on the basis of impacts not being significant.
<b>Mitigating Impacts on Natural Resources</b>		<ul style="list-style-type: none"> <li>Any new development should have no adverse impact on biodiversity, flora and fauna and should, where possible, retain of trees, scrubs and hedgerows.</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>

		<ul style="list-style-type: none"> <li>It should be ensured that any contamination identified within the site is remediated if necessary.</li> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes, including core paths and rights of way.</li> </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</b>	The site is not in close proximity to existing active travel networks nor the core path network, which is situated on the eastern side of the M77 and is not within reasonable walking distance of the site. The site would however be connected to public transport networks (SPT bus route and associated bus stops) as a consequence of its role as a park and ride facility. In that regard, the proposal is also likely to reduce the number of car-borne journeys in favour of modal shift to bus travel. In overall terms, impacts on population are likely to be positive.
	<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations.</i>
	<b>Positive</b>	The site is not in close proximity to existing active travel networks nor the core path network, which is situated on the eastern side of the M77 and is not within reasonable walking distance of the site. The site would, however be connected to public transport networks (SPT bus route and associated bus stops) as a consequence of its role as a park and ride facility. In that regard, the proposal is also likely to reduce the number of car-borne journeys in favour of modal shift to bus travel. In overall terms, impacts on population are likely to be positive.
	<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner.</i>
	<b>Positive</b>	The site is not in close proximity to existing active travel networks nor the core path network, which is situated on the eastern side of the M77 and is not within reasonable walking distance of the site. The site would, however be connected to public transport networks (SPT bus route and associated bus stops) as a consequence of its role as a park and ride facility. In that regard, the proposal is also likely to reduce the number of car-borne journeys in favour of modal shift to bus travel. The site is not subject to flood risk (as outlined above) and therefore has no climate resilience implications in terms of flood risk. In overall terms, impacts on population are likely to be positive.
<b>Mitigating Impacts on the Social Environment</b>		<ul style="list-style-type: none"> <li>It should be ensured that the site is accessible as possible, directly linking to existing cycling and walking routes.</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>It should be ensured that any contamination identified within the site is remediated if necessary.</li> </ul>
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>		

<b>Soil</b>	Coal Authority Risk Assessment	Low Risk	Vacant and Derelict Land	No	Contaminated Land	Yes
<b>Water</b>	SEPA Flood Risk	Portions of the site are at medium-high risk of surface water flooding.				
<b>Access</b>						
<b>Consultee Comments</b>						
<b>Short, Medium or Long Term and Cumulative Impacts</b>						
In the short to medium term, there are likely to be significant positive/negative environmental impacts experienced during construction/redevelopment of the site. There are likely to be significant positive impacts in the long term as a result of the implementation of this policy. There are also likely to have significant positive cumulative impacts in terms of climate, air quality and material assets.						



East Ayrshire Council  
Comhairle Siorrachd Àir an Ear

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