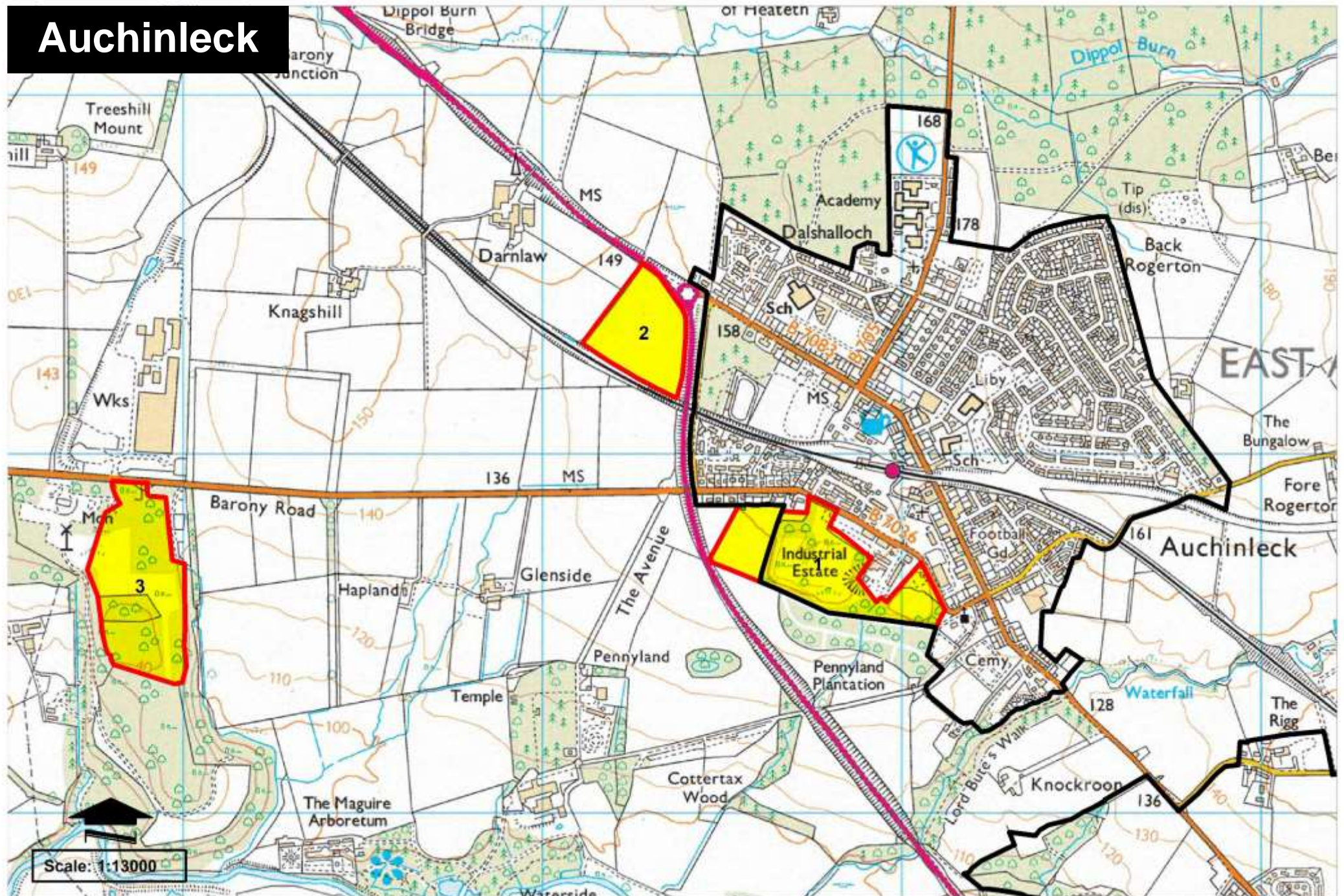


# Auchinleck

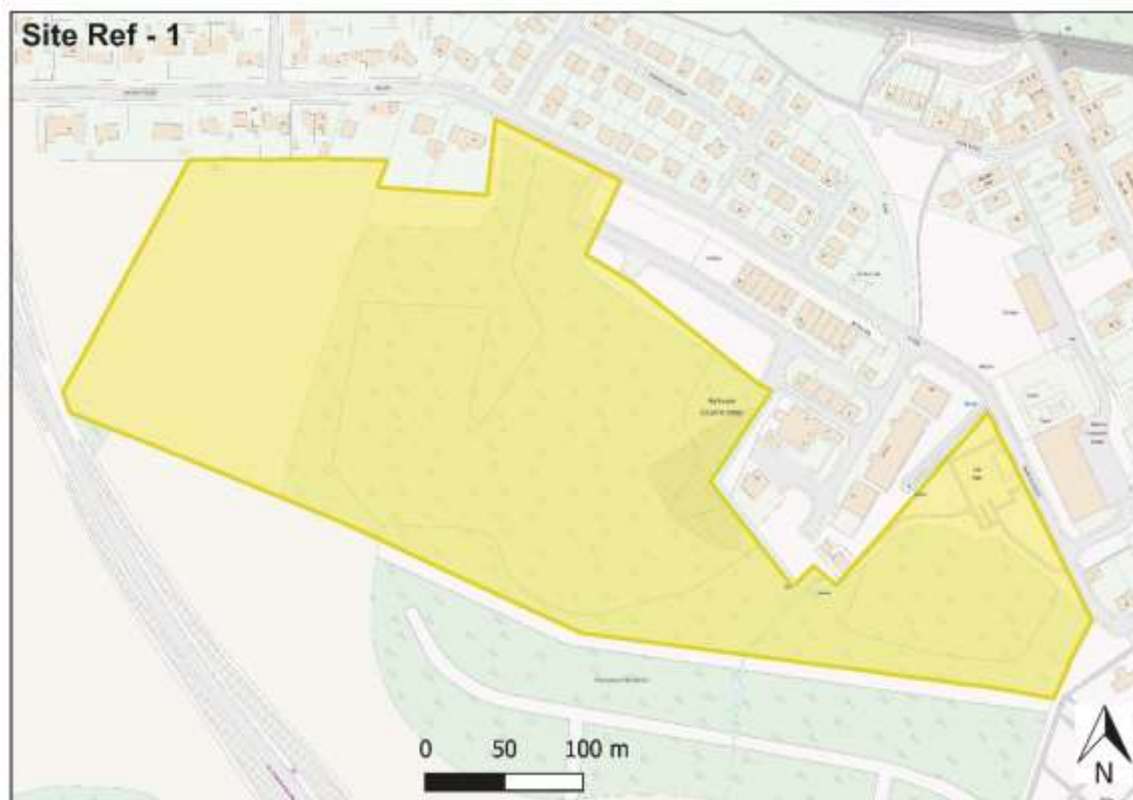


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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	1
Settlement	Auchinleck
Address	Land south of Barony Road
Description	The site is located to the south-west of Auchinleck. The site is partially allocated within the EALDP (2017) as Safeguarded Open Space as well as a Garden and Designed Landscape (inventory).
OS Grid Ref	NS5421NE
Current Use	Greenfield
Proposed Use	Housing
Use Description	Residential - 35-40 units and improved access to Highhouse Industrial Estate
Site Size	11.2ha
Land type	Greenfield
Source of Site	Andrew McCafferty Associates (Omnivale)
Outside Settlement	Yes
Allocations/Props	Safeguarded Open Space (2017); Dumfries House Garden & Designed Landscape
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.
Most Recent App	N/A
Planning History	N/A



## Strategic Environmental Assessment (SEA) Pro forma


<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 Auchinleck, on vacant 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 car and a network of major roads which conflict with the rural character and presence of heavy traffic. This is a large and visually prominent site in Auchinleck. It has landscape value and is allocated as Open Space in the EALDP (2017). The site is also forms part of the Central Scotland Green Networks (CSGN) Woodland network (high dispersal). This adds landscape value to the location, the removal of which would have a detrimental impact on the landscape setting. In overall terms, it is considered that the development is likely to have a negative environmental impact on landscape character and setting. As outlined within HES's comments, negative impacts could be reduced through appropriate planting around the site to screen the development.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys. The site contains a large area of contaminated land, which constitutes a large volume of the site. The development of this site could result in the removal and treatment of contaminated land, thus having a positive impact. However, the site falls within the Coal Authority's development low risk area and contains an archaeological site/area (Highhouse Colliery NS52SW29). 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. In overall terms, the environmental impact on soil is likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site contains small pockets of surface water flooding of low to high risk. These are located to the south-east around the Pennyland Plantation, Highhouse Industrial Estate and Barony Road. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. In overall terms, it is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. As a precaution, impacts are considered to be negative, with potential for mitigation to reduce any negative impacts.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area through the provision of 35-40 additional units. However, the site is accessible and within a walkable distance of Auchinleck's Main Street and an SPT bus route which could be utilised, having positive impacts by increasing active and public transport networks. In overall terms, it is considered that the development may have both positive and negative impacts on air quality.

<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites, however, it is allocated as safeguarded open space within the EALDP (2017). The development of this site would result in the removal of greenfield habitat, which forms part of the CSGN woodland network (non-core; high dispersal). The site contributes to the green corridor, creating recreational spaces and habitat, the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on greenhouse gas emissions, and in turn climatic factors, by proliferating private car use as a result of increasing the residential population of the area through the provision of 35-40 additional units. However, the site is accessible and within a walkable distance of Auchinleck's Main Street and an SPT bus route (and a number of associated bus stops) which could be utilised, having positive impacts by increasing active and public transport networks, reducing greenhouse gas emissions. In terms of climate resilience, the development of the site would result in the removal of woodland habitat, having a negative impact. However, the site only contains small pockets of surface water flood risk (low-high), having a limited impact on resilience. In overall terms, it is considered that the development may have both positive and negative environmental impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to Highhouse Industrial Estate Headframe which is a B listed structure (designated in 1992). The development of this site could have a negative environmental impact on the setting of this structure. However, it is recognised that this could be mitigated through appropriate and considerate design. The site is not located in close proximity to other historic assets such as conservation areas or scheduled monuments. However, the site is also constrained an archaeological site/area. The development of the site could therefore have an negative impact on this archaeological site/area. The site is also located wihtin Dumfries House Garden and Designed landscape, however, this is visually separated by the by-pass, as outlined in HES's comments. In overall terms, impacts are considered to be negative, with mitigation required. Negative impacts could be reduced. HES recommend increasing the planting around the site to reduce its visual impact.
<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 in close proximity to a number of Rights of Way, however, these do not form a network and are not connected. There is opportunity for the enhancement and extension of a core path and right of way network, contributing positively to active travel and in turn population. The site is within a walkable distance to Auchinleck's Main Street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Auchinleck's centre and its accessibility. The site is located in close proximity to an SPT bus route (and associated bus stops), enabling access to services, facilities and opportunities. In overall terms, the environmental impact on population is likely to be positive.

Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is in close proximity to a number of Rights of Way, however, these do not form a network and are not connected. There is opportunity for the enhancement and extension of a core path and right of way network, contributing positively to active travel and in turn human health. The site is within a walkable distance to Auchinleck’s Main Street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Auchinleck’s centre and its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on health. In overall terms, environmental impacts on human health are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The development of the site would have a negative impact on infrastructure capacity and proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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) around the settlement of Burnton, potentially increasing overall connectivity of place. The development of this site would result in the removal of greenfield habitat, which would contribute to the loss of recreational space and landscape character out with the settlement, in opposition of the SEA objectives. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Contaminated land & Coal Authority Development Low Risk Area	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Low-high surface water flood risk.	
Access	No access concerns - Relatively well connected.	
SNH comments	Generally, we support the redevelopment of brownfield land. This is a large prominent site which rises to the south-west. A large portion of this site is identified in the semi-natural woodland inventory.  As it is currently proposed, we consider that development of this site would have significant adverse effects on the landscape setting and it would be a significant extension to the urban setting. However, there may be some capacity for housing on the lower slopes the north of site upon further detailed assessment. Semi-natural woodland should be retained and incorporated into the development design. Any development proposals should ensure cohesion with existing development as well as active frontages onto Barony Road (B7036). Active travel connections should be provided including to Pennyland Plantation.	

<b>Historic Environment Scotland (HES) comments</b>	The western part of the site is located within Dumfries House Garden and Designed Landscape. However, this part of the GDL has been physically and visually separated from the core of the GDL by the by-pass. We would not object to the principles of development in this location, but we would recommend increasing the planting around the site to reduce the visual impact of the development.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity to serve 35-40 units. Combined sewer cuts through site. Early engagement with Scottish Water is required to determine stand off distances that may be required.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has potential to be made deliverable. However, the site will be constrained by significant environmental factors such as its landscape character implications, soil, biodiversity and surface water flooding. Its development may also have an adverse impact on material assets (through the loss of safeguarded open space) and the setting of Auchinleck's cultural heritage.</p> <p>As outlined within SNH's comments, the development of this site would have an adverse impact on the landscape setting of the area. However, there may be some capacity for residential development within the site. Active travel connections should be provided including to Pennyland Plantation. There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed (i.e. at the proposed scale).</p> <p>HES recommend planting around the site to reduce the visual impact of the development.</p> <p>Should the site be taken forward, the settlement boundary of Auchinleck would need to be altered to incorporate the site.</p> <p>In overall terms, environmental impacts are likely to be both positive and negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	2		
Settlement	Auchinleck		
Address	Templetons Roundabout		
Description	The site is to the east of Auchinleck, out with the settlement boundary. The site is bounded to the north and east a road network and the Templeton Roundabout. The site has a planning history relating to a proposed mixed use development on the site (07/0731/OL) which was approved. The site is contained within the Rural Diversification Area as defined in the EALDP (2017).		
OS Grid Ref	NS5422SW		
Current Use	Vacant - Part of railway station		
Proposed Use	Retail/Services		
Use Description	Classes 1, 3- Petrol station- mixed use/retail		
Site Size	6.2ha		
Land type	Greenfield		
Source of Site	Councillor McGhee		
Outside Settlement	Yes		
Allocations/Props	Site has been previously submitted. Allocated within the EALDP (2017) as 006B industrial and is within the Rural Diversification Area.		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.		
Most Recent App Planning History	N/A		
	N/A		



## Strategic Environmental Assessment (SEA) Pro forma

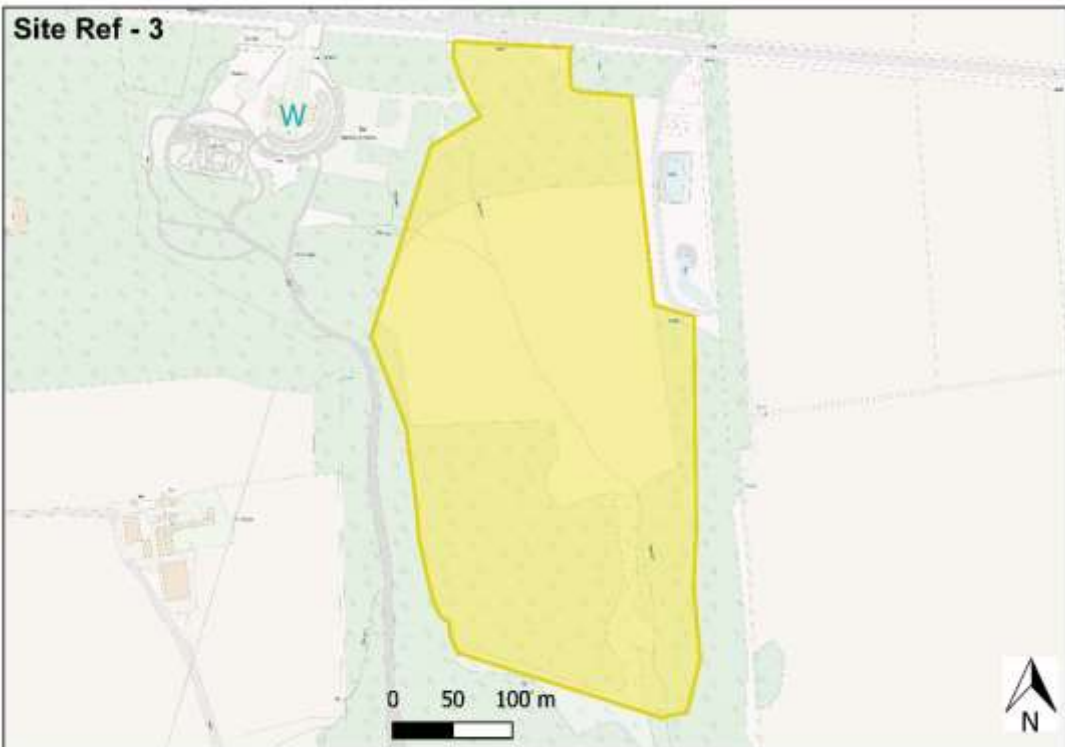
<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is located to the south-west of Auchinleck, on vacant land. The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. The site is located to the east of Auchinleck and crosses the A76 which has acted as a boundary for development. By crossing this boundary, this will have a detrimental impact on the landscape character and setting of Auchinleck, setting an unacceptable precedent for future development.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site does not contain any contaminated or land and 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. There is potential for the development to have an adverse impact on soil as a result. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is at low-medium risk of surface water flooding, which borders the site. 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>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the employment within the area. The proposed use of a petrol station will in itself proliferate private car use and passing traffic through the location. In overall terms, the development is likely to have a negative environmental impact on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality through the proliferation of private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the employment within the area. The proposed use of a petrol station itself is likely would proliferate private car use and passing traffic through the location, having a negative impact on air quality and climatic



	factors. 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 negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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. As such, impacts are considered to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site has strong existing access connections as it is located off of the Templeton Roundabout and the A76. The site is also in close proximity to an SPT bus route and a number of associated bus stops. It therefore has strong public transport connections as well as access to an active travel network and is accessible. However, the development is likely to have detrimental impacts on air quality and greenhouse gas emissions, which will have implications for population and human health. In overall terms, environmental impacts are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site has strong access connections. It is located off of the Templeton Roundabout and the A76. The site is also in close proximity to an SPT bus route and a number of bus stops. It therefore has strong public transport connections as well as access to an active travel network, having a positive impact on human health. However, the development of this site would result in the loss of open space (greenfield) out with the settlement. The development is likely to have detrimental impacts on air quality and increase greenhouse gas emissions, which will have implications for population and human health. In overall terms, environmental impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Diversification Area. The development of the site would result in the removal of greenfield. This is contrary to MIR objectives as it would result in the loss of recreational space and habitat. The site is likely to proliferate private car use and exacerbate greenhouse gas emissions in the area (as a direct result of the proposed use) which is contrary to the objectives of the MIR. The development is also likely to put pressure on the existing road network. In overall terms, the development is likely to have a negative impact on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	The site is located within the Coal Authority Low Risk area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No significant water issues - Small areas of surface water flooding.	

<b>Access</b>	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
<b>SNH comments</b>	This is an open and prominent site which defines the western edge of the settlement. Development here would be contrary to the town-centre first approach outlined in SPP and the Town Centre Policies in the current East Ayrshire Local Development Plan. It would also set a precedent for future development to the west of Auchinleck, eroding the rural setting.	
<b>WWTW Capacity &amp; Waste Water</b>	N/A	
<b>Water supply</b>	N/A	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	The proposed use of the site is mixed use: Class 1 & 3 (Petrol station and retail). The development of the site is likely to have significant negative environmental impacts in terms of landscape character, soil, biodiversity, air and climatic factors. As outlined in SNH's comments, development here would be contrary to the town-centre first approach of Scottish Planning Policy. Development of this site would set a precedent for future development across the established boundary of the A76. Carefully consideration is required as there is significant potential for the development of this site to have significant negative impacts on the environment if inappropriately developed.	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	3		
Settlement	Auchinleck		
Address	Barony Bing west of Auchinleck.		
Description	The site is located in the Rural Diversification Area, and is sited between Auchinleck and Ochiltree. The site is brownfield, a former bing. The proposed use is for Classes 4, 5 and 6. The site is not considered to be sustainably located. Due it is previous use, the site has a significant planning history.		
OS Grid Ref	NS5221NE		
Current Use	Agricultural land		
Proposed Use	Business/Industry		
Use Description	Land use classes 4,5,6		
Site Size	11.2ha		
Land type	Brownfield		
Source of Site	Hargreaves		
Outside Settlement	Yes		
Allocations/Props	Rural Diversification Area		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.		
Most Recent App	13/0575/PP Formation of landscaped areas including planting, footpaths/cycle ways, public art and mountain bike skills area, seating, car park extension and general associated works		Approved with Conditions
Planning History	96/0386/FL - Approved with Conditions. 97/0672/FL - Approved with Conditions, 08/0634/FL- Approved with Conditions, 13/0575/PP - Approved with Conditions, 09/0105/FL - Approved, 03/0840/FL - Approved with Conditions, 99/0751/OL - Approved with Conditions, 05/1139/FL - Approved with Conditions, 98/0517/FL - Approved with Conditions, 03/0530/OL - Approved with Conditions		

## Strategic Environmental Assessment (SEA) Pro forma

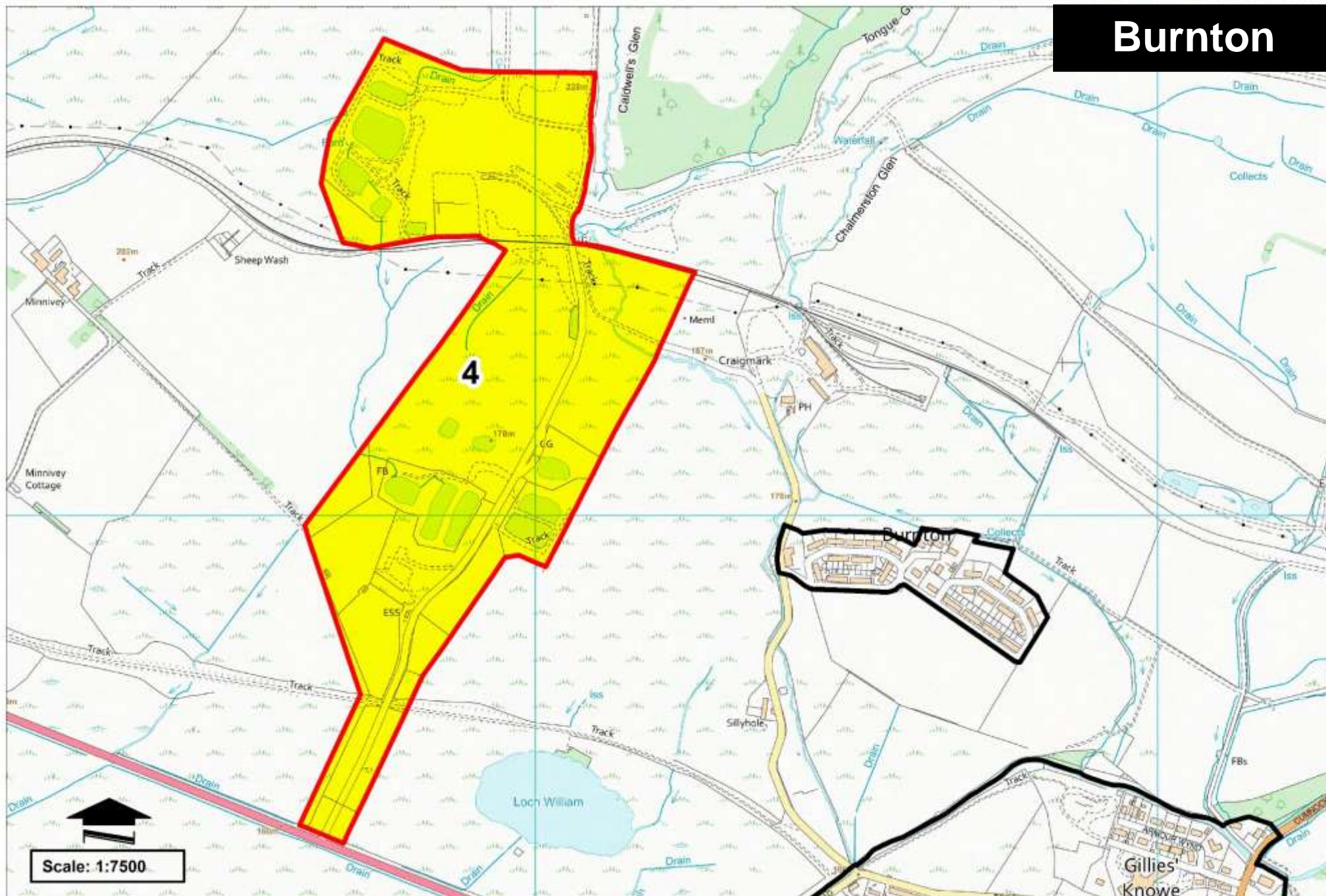
<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is located in the rural landscape to the west of Auchinleck, between Auchinleck and Ochiltree, off of the B7036 (Barony Road). The site is classified as "Agricultural Lowlands" (SNH 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. The site also forms part of the Central Scotland Green Network (CSGN) woodland network (of high dispersal) and is considered to be a CSGN woodland hotspot, having landscape impacts on the setting of the location as well as providing a biodiversity function. It is considered that the removal of this would have a detrimental impact on landscape character. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The site is vacant derelict brownfield land (site reference 3065). The site is completely contained within a substantial area of contaminated land which surrounds the site in all directions. The development of the site could result in the treatment and/or removal of contaminated land, having a positive environmental impact on soil. However, the extent of contamination extends beyond the site itself and as such, complete removal is unlikely. The site is within the Coal Authority's Development low risk area. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, environmental impacts on soil are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is a low-high risk of surface water flooding, which borders the site to the east. However, it is not considered that this will be significant enough to have a detrimental impact, 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>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Due to the nature of the proposed use (Class 4 - Business, Class 5 - General Industry, Class 6 - Storage and distribution), the development of the site is likely to proliferate the use of private cars, trucks and hulling transport which will in turn, have a detrimental impact on air quality through increased emissions and traffic. However, it is noted that the site is well-connected in terms of public transport as an SPT bus route extends along Barony Road to the north of the site. There is also an existing bus stop at this location. This will have a positive impact on air quality, encouraging the use of public transport. Barony Road also forms part of a core path network between Auchinleck and Ochiltree (B14: River Ayr Way Link), encouraging active travel, having a potentially positive impact on air quality if utilised. In overall terms, the development of this site is likely to have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site incorporates a native woodland site of regenerating maturity (ID: 3538). The site borders a number of other native woodland sites: ID 5034, ID 4097, ID 11304, ID 8606 and ID 8623. The development of the site could have a significantly



	detrimental impact on these native woodland sites. The site also forms part of the Central Scotland Green Network (CSGN) woodland network (of high dispersal) and is considered to be a CSGN woodland hotspot. In overall terms, the environmental impacts of the development on biodiversity are likely to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Due to the nature of the proposed use (Class 4 - Business, Class 5 - General Industry, Class 6 - Storage and distribution), the development of the site is likely to proliferate the use of private cars, trucks and hulling transport which will in turn, have a negative impact on greenhouse gas emissions. The site is well-connected in terms of public transport and active travel networks, encouraging the potential reduction of greenhouse gas emissions. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to Barony Colliery (No.3 Headgear), a category B listed structure, which was designated in 1990. The development of this site could have a detrimental impact on the setting of this structure, having a negative environmental impact on cultural heritage. The site is not located in close proximity to other historic assets such as conservation areas, scheduled monuments or gardens and designed landscapes. The listed building must be retained. In overall terms, the development of the site is likely to have negative environmental impacts on cultural heritage. Negative impacts could be mitigated against should the development would respect the setting of the building.
<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 site is located in a rural setting, between Auchlinleck and Ochiltree, as such it is not considered to be sustainably located. Despite this the site is well-connected in terms of public transport and active travel networks, encouraging the potential reduction of greenhouse gas emissions if utilised. However, due to the nature of the proposed use, the development of the site is likely to increase car use and hauling traffic. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on population. In overall terms, the development of this site is likely to have both positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	As outlined above, the development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is utilised by members of the public, with pedestrian footpaths circulating the site connecting to the Barony A Frame. As such, the development of this will result in the removal of land used for leisure purposes. In overall terms, impacts on human health are considered to be both positive and negative.

Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Positive/Negative	While the development of the site would result in the development of brownfield land, having a positive impact on material assets, removing a large are of vacant derelict land and treatment of contaminated land, this would result in the loss of important habitat, specifically woodland network. It is considered that it may have adverse impacts, in opposition of the SEA objectives. The site is utilised by members of the public, with pedestrian footpaths circulating the site connecting to the Barony A Frame. As such, the development of this will result in the removal of land used for leisure purposes. In overall terms, environmental impacts on material assets are considered to be both positive and negative.		
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
Soil	Constrained by contaminated land & Coal Authority Development Low Risk Area.	Coal Authority Risk Assessment - LOW-RISK	
		Prime Quality Agricultural Land - NO	
	Vacant and Derelict Land - NO	Contamination - YES	
Water	This site is not significantly constrained by surface water flooding.		
Access	There are no significant access concerns.		
SNH comments	This is a brownfield site which generally we support the redevelopment of. However, it is 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.		
HES comments	The site has listed buildings within their boundaries. We are content with the principle pf development on the basis that the listed building would be retained and that development would respect the setting of the building.		
WWTW Capacity & Waste Water	Nearest drainage operational area is Mauchline and is located over 1000 m from site- new installation of a network to connect site to sewer system may be required- funded and carried out by developer.		
Water supply	Capacity may be available depending on demand. More information needed. Water network located several hundred m from proposed site- installation of network may be required- funded and carried out by developer.		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO	
MIR Overall Recommendation			
Negative	The proposed use of the site is Class 4, 5 and 6 (Business, General Industry, Storage and distribution). The site is significantly constrained by a number of factors: Soil, landscape character implications, biodiversity, flora, fauna and the historic environment. The development of this site is likely to have significant negative environmental impacts. The development of the site is likely to proliferate private car use, truck and hauling transport mechanisms, increasing greenhouse gas emissions and having a detrimental impact on air quality, population and health.		
	Development is likely to have a negative impact on biodiversity through the removal of native woodland and habitat.		

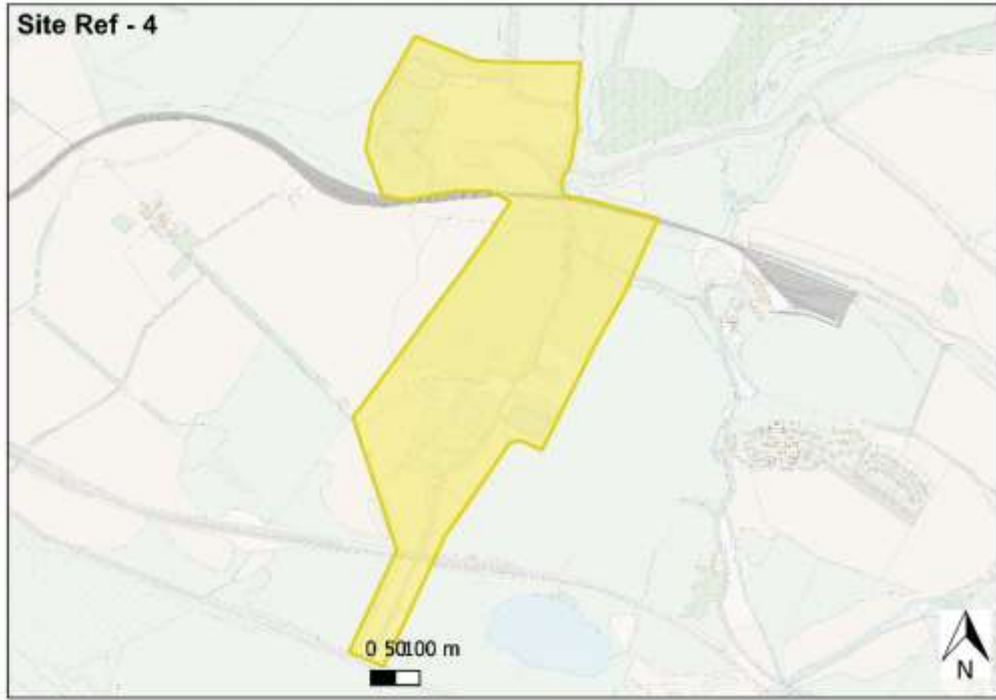
# Burnton



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	4			
Settlement	West of Burnton			
Address	Former Chalmerston Surface Coal Mine, North of A713, west of Burnton.			
Description	The site is a former Chalmerston Coal Mine site. The proposal is for land uses class 4 (business), 5 (general industry) and 6 (storage and distribution). The site itself is located in relatively close proximity to the settlement of Burnton.			
OS Grid Ref	NS4007SE			
Current Use	Vacant			
Proposed Use	Business/Industry			
Use Description	Land use classes 4,5,6			
Site Size	35.9ha			
Land type	Brownfield			
Source of Site	Hargreaves Services			
Outside Settlement	Yes			
Allocations/Props	MDLP (2020) Chalmerston Open Cast Coal Site (Unrestored); EALDP (2017) Rural Diversification Area			
LDP Policies	OP1, OP2, ENV 7 (Sensitive Landscape Area), RE1, RE2, RE5, RES 2, RES 5, RES 6, RES 7, RES 8, RES 10, RES 12, RES 13, IND3, TOUR 1, TOUR 2, TOUR 3, Chapter 6.3 Delivering Infrastructure, ENV 1, ENV 2, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13, ENV 14, Chapter 6.2 Promoting Sustainable Transport, 6.4 Sustainable Waste Management.			
Most Recent App	19/0006/S36 Consultation under Section of 36 of the Electricity Act 1989 for the construction of a wind farm comprising the erection of 54 wind turbines with maximum tip heights of 149.9m	Pending Consideration		
Planning History	00/0530/FL - Withdrawn; 04/0406/FL - Withdrawn; 09/0135/EB - Approved; 11/0868/PP - Refused; 12/0093/PP - Withdrawn; 15/0001/PREAPP - Approved; 18/0001/S36SCP - Scope agreed; 19/0006/S36 - Pending Consideration;			



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as “Upland River Valleys – Ayrshire” (SNH Character type 69). Key characteristics of this classification consists of the varying river valley landforms with broad open sections, steep valleys, moorland vegetation, improved pasture and open views. The development of the site is likely to have significant implications in terms of landscape as a result of its prominent setting and proposed scale. Although the site is currently unrestored and derelict, it is still considered that the development would have a visual impact on the landscape. The site is contained within the Sensitive Landscape Area, and as such, impacts need to be carefully considered. In overall terms, its impacts on landscape character and setting are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. As a result of its previous use, the site contains two areas of contaminated land (a large site to north east and a small site to the south). The development of this site could result in the removal and/or treatment of contaminated land, thus having a positive impact on soil quality. The site also contains derelict land, the development of which would have a positive impact in terms of its' removal. However, the site falls within the Coal Authority's Development High Risk Area. The site is also constrained by the presence of a WOSAS archaeological site/area, development could have a detrimental impact on this feature. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site on soil are likely to have a negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is not at risk from fluvial flooding, as identified within SEPA's 1 in 200 flood risk maps. However, the site hosts a number of areas throughout its extents which are at risk of surface water flooding (low to high risk). It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could potentially be alleviated and mitigated against through an appropriate layout and design of the proposed Class 4, 5 and 6 use. In overall terms, it is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. As a precaution, impacts are considered to be both negative, with potential mitigation reducing this detrimental impact.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use and haul transportation, and in turn greenhouse gas emissions, as a result of the proposed Class 4, 5 and 6 use. The site is found within a number of rights of way which intersect the site, these are connected to form a network. As such, there is an existing active travel network which is likely to have a positive impact on air quality if utilised. Development of the site could result in the loss of these assets. However, given the nature of the proposed use (Business, General industry, storage and distribution), these are unlikely to be utilised. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of the A713 which forms part of an SPT Bus route which connects Bellsbank with Ayr. There are a number of associated bus stops within 1 km of the site. As such, the

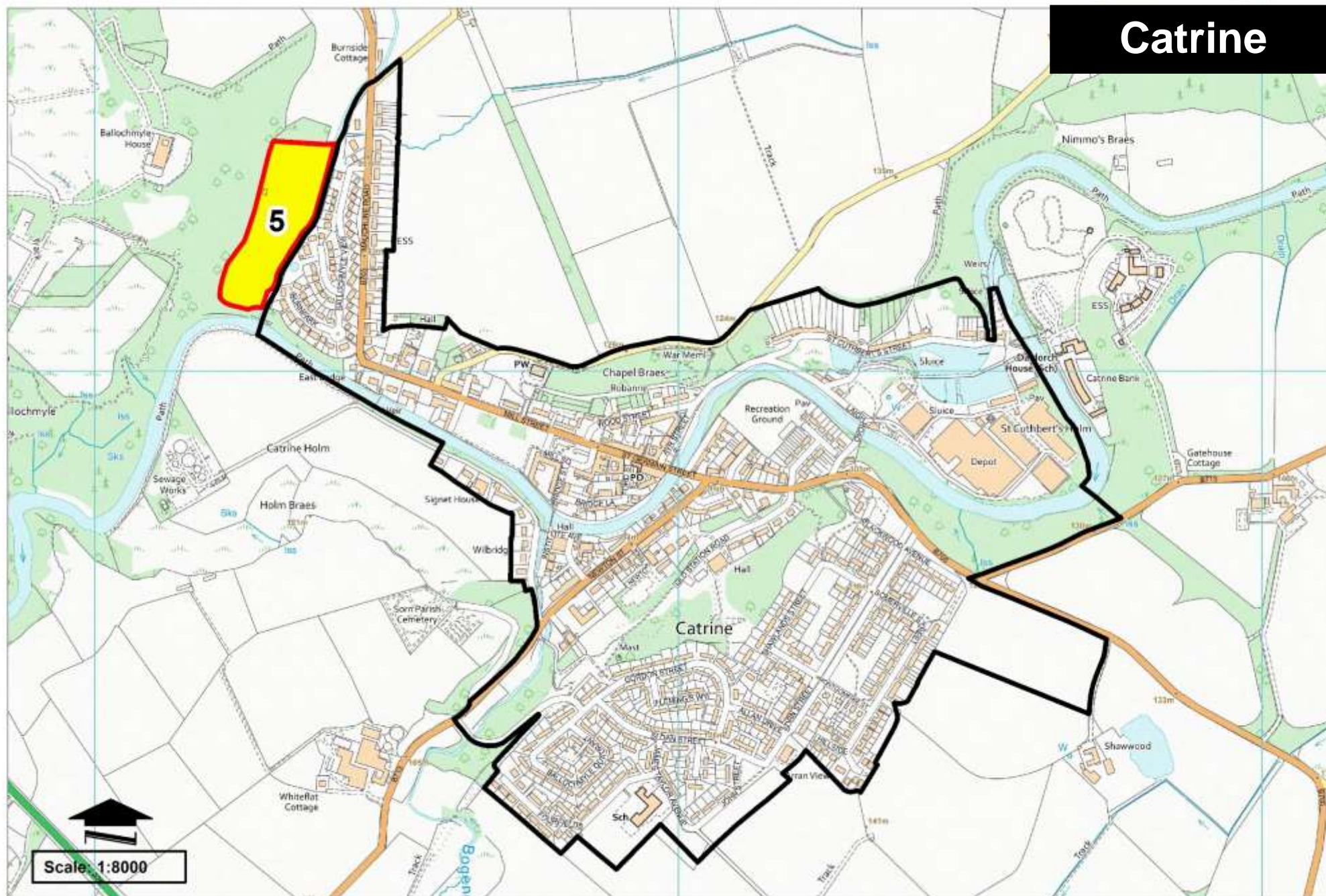
	site has existing public transport connections, which is could integrate with, having positive impacts on air quality. In overall terms, it is considered that the development is likely to have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is located within the Central Scotland Green Networks (CSGN): "Wetland Network" (high dispersal network), Acid Grassland Network (high dispersal network), Neutral Grassland Network (high dispersal network) and Woodland Network (woodland habitat of moderate dispersal). The development of this site would result in the loss and/or fragmentation of habitat valued by the CSGN. This site is located north of Dalmellington Moss SSSI hydrological unit, its' development could have a significant detrimental impact on this important site. In overall terms, it is considered that the development of the site may have negative environmental impacts which would require mitigation.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use and haul transportation, and in turn greenhouse gas emissions, as a result of the proposed Class 4, 5 and 6 use. The site is found within a number of rights of way which intersect the site, these are connected to form a network. As such, there is an existing active travel network which is likely to have a positive impact on climatic factors if utilised. However, given the nature of the proposed use (Business, General industry, storage and distribution), these are unlikely to be utilised. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of the A713 which forms part of an SPT Bus route which connects Bellsbank with Ayr. There are a number of associated bus stops within 1 km of the site. As such, the site has existing public transport connections, which is could integrate with, having positive impacts on air quality. In terms of climate resilience, the site is constrained by surface water flooding (low to high risk), there is potential for the development of the site to exacerbate these issues if developed. In overall terms, it is considered that the development would have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens or designed landscapes. However, the site is constrained by an archaeological site/area which extends along the top of the site. There is potential for the development of the site to have a detrimental impact on this feature. As a precaution, impacts are considered to be negative. Appropriate mitigation could reduce this negative impact.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use and haul transportation, and in turn greenhouse gas emissions, as a result of the proposed Class 4, 5 and 6 use. The site is found within a number of rights of way which intersect the site, these are connected to form a network. As such, there is an existing active travel network which is likely to have a positive impact on population and human health if utilised. However, given the nature of the proposed use (Business, General industry, storage and distribution), these are unlikely to be utilised. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of the A713 which forms part of an SPT Bus route which connects Bellsbank with

	Ayr. There are a number of associated bus stops within 1 km of the site. As such, the site has existing public transport connections, which is could integrate with, having positive impacts on population and human health. In overall terms, it is considered that the development would have both positive and negative impacts on population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development of the site is likely to have negative impacts on air quality by proliferating private car use and haul transportation, and in turn greenhouse gas emissions, as a result of the proposed Class 4, 5 and 6 use. The site is found within a number of rights of way which intersect the site, these are connected to form a network. As such, there is an existing active travel network which is likely to have a positive impact on population and human health if utilised. However, given the nature of the proposed use (Business, General industry, storage and distribution), these are unlikely to be utilised. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of the A713 which forms part of an SPT Bus route which connects Bellsbank with Ayr. There are a number of associated bus stops within 1 km of the site. As such, the site has existing public transport connections, which is could integrate with, having positive impacts on population and human health. The potential removal and/or treatment of contaminated land is likely to have a positive impact on human health. In overall terms, it is considered that the development is likely to have both positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The allocation of this site for business and industry (as proposed - Class 4, 5 and 6), is likely to have significant impacts on material assets. The development of the site would have a negative impact on infrastructure capacity, proliferate private car use, hauling traffic, which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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) around the settlement of Burnton, potentially increasing overall connectivity of place. The development of the site would result in the loss of derelict land and treatment of contaminated land, which would have a positive impact on material assets. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Non-calcareous gleys; Contaminated land (a large site to north east and a small site to the south); Derelict Land; Coal Authority’s Development High Risk Area; WOSAS archaeological site/area.	Coal Authority Risk Assessment - HIGH-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Surface-water flooding: Low-High risk	
Access	No significant access concerns.	
SNH comments	The northern and southern pockets of are identified on the Vacant and Derelict Land Survey and generally we support the redevelopment of brownfield sites over greenfield sites. This site is located north of Dalmellington Moss SSSI hydrological unit and,	

	whilst separated by the A713, this will restrict developable land to the small strip adjacent to Gateside Road, ensuring that the integrity or the qualities for which the SSSI has been designated are not adversely affected.
<b>WWTW Capacity &amp; Waste Water</b>	Nearest drainage operational area is Dalmellington and located over 1000m from site- installation of network may be required- funded and carried out by developer.
<b>Water supply</b>	Capacity may be available at Bradan WTW depending on proposed units. Water network located several hundred m from proposed site- installation of network may be required- funded and carried out by developer.
<div> <div>Housing Land Audit (HLA) 2019 <b>NO</b></div> <div>Homes for Scotland (HfS) Member <b>NO</b></div> </div>	
<b>MIR Overall Recommendation</b>	
<b>Positive/Negative</b>	<p>The site is in relatively close to the settlement of Burnton (to the west). It is not allocated as a development opportunity within the EALDP (2017), however, it is contained within the Rural Diversification Area. The site is outlined within the MDLP (2020) as an unrestored opencast coal site. The development of the site is likely to have negative environmental impacts, particularly on landscape, soil and biodiversity as well as positive and negative impacts on air, climate, population, human health and material assets. The site is located within the Sensitive Landscape Area and in close proximity to a SSSI. Development would be required to be sensitive and considerate, with appropriate mitigation.</p> <p>In overall terms, the site is considered to have both positive and negative impacts.</p>




# Catrine



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	5		
Settlement	Catrine		
Address	Ballochmyle View		
Description	The site is located to the west of Catrine, extending off of Ballochmyle View. The site is within the Rural Diversification Area as identified within the EALDP (2017). A planning application (06/1098/FL) was submitted for 9 residential dwellings and withdrawn in 2011.		
OS Grid Ref	NS5226SW		
Current Use	Farm steading with agricultural buildings		
Proposed Use	Housing		
Use Description	Residential		
Site Size	2.7ha		
Land type	Greenfield		
Source of Site	Hope Homes		
Outside Settlement	Yes	Rural Diversification Area	
Allocations/Props			
LDP Policies	OP1, OP2, ENV 7 (Sensitive Landscape Area), RE1, RE2, RE5, RES 2, RES 5, RES 6, RES 7, RES 8, RES 10, RES 12, RES 13, IND3, TOUR 1, TOUR 2, TOUR 3, Chapter 6.3 Delivering Infrastructure, ENV 1, ENV 2, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13, ENV 14, Chapter 6.2 Promoting Sustainable Transport, 6.4 Sustainable Waste Management.		
Most Recent App	06/1098/FL Provision Of 9 No Private Dwellinghouses. Shared Surface Road. Access Bridge And Pumping Station		Withdrawn
Planning History	06/1098/FL- Provision of 9 no dwellinghouses, shared surface road, access bridge - Withdrawn		



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as “Lowland River Valleys – Ayrshire” (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. There is potential for the development of this site to have an adverse impact on the landscape character of Catrine. This is a sloping site which benefits from a strong landscape framework. This site includes a band of ancient and semi-natural woodland along the western edge as well as an area of semi-natural woodland in the south of the site, the removal of which could have a significant negative environmental impact. The site is also contained within the Sensitive Landscape Area, it could potentially have a detrimental impact on this classification and character. In overall terms, impacts are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within both the Coal Authority’s Development Low Risk Area. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. As a precaution, the environmental impacts of the development on this site are likely to have a negative due to the Development risk. Appropriate mitigation could reduce this impact.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is constrained by both surface water flooding (low to high risk) and fluvial flooding (low to high risk) from the River Ayr and its tributary. This risk is concentrated to the eastern and south extents of the site. It is considered that the development of the site could result in increased flood risk if appropriate measures are not in place. Flood risk could be mitigated against through an appropriate layout and design, however, this is hard to determine at this stage of the process. In overall terms, it is considered that the development may have negative impacts on the water environment, which could be manageable subject to further investigation. In overall terms, impacts on the water environment are likely to be negative, subject to mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use and greenhouse gas emissions as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Catrine. There is therefore opportunity to connect to existing active travel networks which extend along the B705 (Mauchline Road). There is an SPT bus route (with associated stops) in close proximity to the site, the site would therefore be connected to an existing public transport network having positive impacts. There is opportunity to integrate an active travel network, having a positive impact. The site is not in close proximity to existing core path or right of way networks. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.

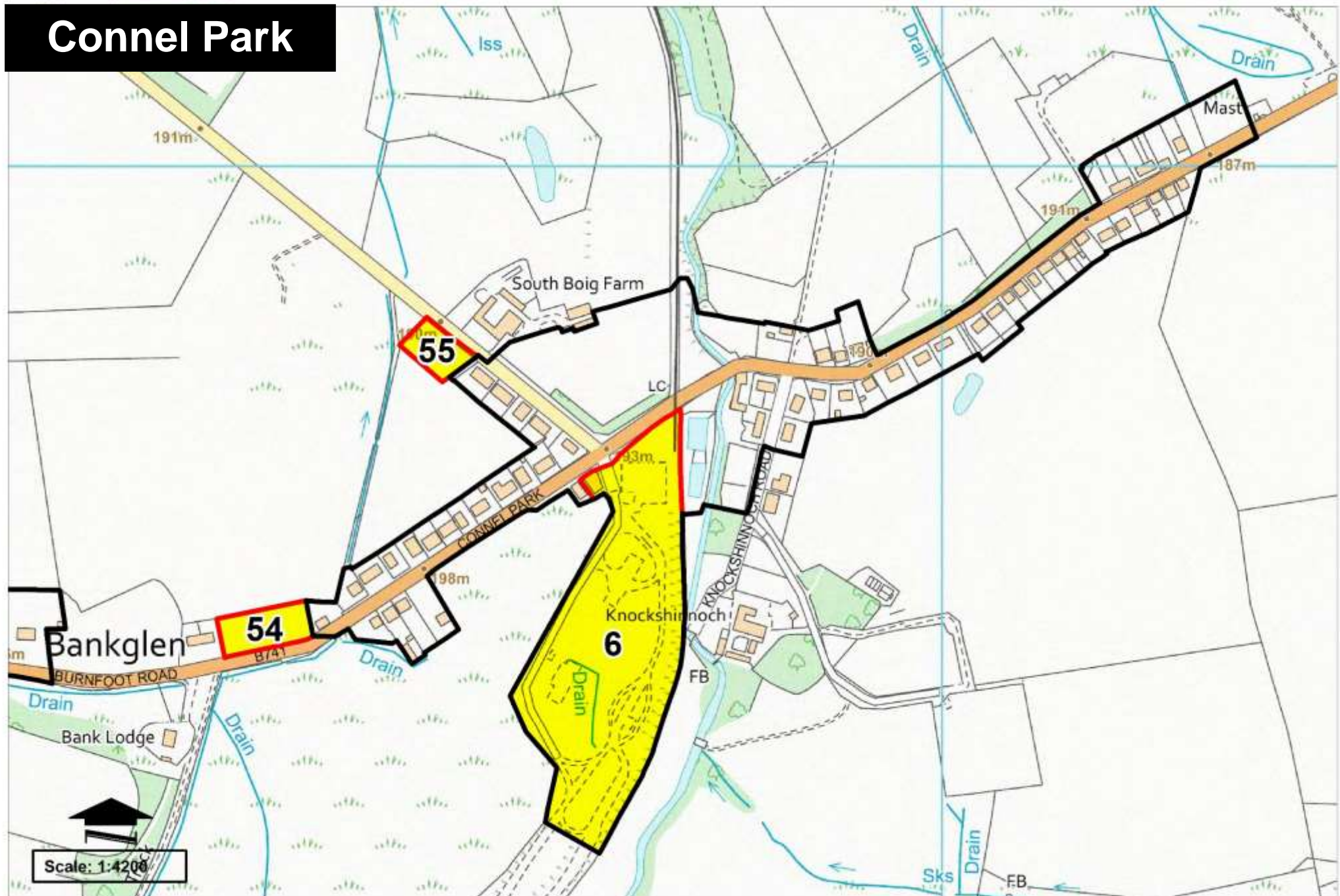
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is located within the Central Scotland Green Networks (CSGN): "Heathland Network" (high dispersal network) as well as Woodland Network and Hotspot (woodland habitat of moderate dispersal). The development of this site would result in the loss and/or fragmentation of habitat valued by the CSGN. The development of this site would result in the removal of greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat, the removal of which could be adverse. In overall terms, impacts are likely to be negative, which would require appropriate mitigation.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use and greenhouse gas emissions as result of the increased residential population through the provision of additional residential units. However, the site is accessible, within a walkable distance of the centre of Catrine. There is therefore opportunity to connect to existing active travel networks which extend along the B705 (Mauchline Road). There is an SPT bus route (with associated stops) in close proximity to the site, the site would therefore be connected to an existing public transport network having positive impacts. There is opportunity to integrate an active travel network, having a positive impact. The site is not in close proximity to existing core path or right of way networks. This would likely have positive impacts by increasing active travel and public transport networks. In terms of climate resilience, the site is significantly constrained by both surface water flooding and fluvial flood risk from the River Ayr and its tributary, which could be proliferated by changes in climate. In overall terms, it is considered that the development is likely to have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or archaeological sites/areas. However, the site is contained within Ballochmyle Non-inventory Garden and Designed Landscape. These are not of national importance, but of local landscape value. It is considered that the development of this site for residential dwellings could have a detrimental impact on this feature. Environmental impacts 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>	Development of the site is likely to have negative impacts on air quality by proliferating private car use and greenhouse gas emissions as result of the increased residential population through the provision of additional residential units. However, the site is accessible, within a walkable distance of the centre of Catrine. There is therefore opportunity to connect to existing active travel networks which extend along the B705 (Mauchline Road). There is an SPT bus route (with associated stops) in close proximity to the site, the site would therefore be connected to an existing public transport network having positive impacts on population. There is opportunity to integrate an active travel network, having a positive impact on population. The site is not in close proximity to existing core path or right of way networks. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development is likely to have both positive and negative environmental impacts on population.



Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities		
Positive/Negative	Development of the site is likely to have negative impacts on air quality by proliferating private car use and greenhouse gas emissions as result of the increased residential population through the provision of additional residential units. However, the site is accessible, within a walkable distance of the centre of Catrine. There is therefore opportunity to connect to existing active travel networks which extend along the B705 (Mauchline Road). There is an SPT bus route (with associated stops) in close proximity to the site, the site would therefore be connected to an existing public transport network having positive impacts on population. There is opportunity to integrate an active travel network, having a positive impact on population. The site is not in close proximity to existing core path or right of way networks. This would likely have positive impacts by increasing active travel and public transport networks. The development of the site would also result in the loss of greenfield habitat, which can have recreational and open space benefits with regards to human health. In terms of climate resilience, the site is significantly constrained by both surface water flooding and fluvial flood risk from the River Ayr and its tributary, which could be proliferated by changes in climate, having a detrimental impact on human health and resilience. In overall terms, it is considered that the development is likely to have both positive and negative impacts on population.		
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Positive/Negative	The allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Catrine, potentially increasing overall connectivity of place. The development of the site would also result in the loss of greenfield habitat, which can have recreational and open space benefits with regards to human health. This will have a significant positive and negative impact on material assets.		
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
Soil	Non-calcareous gleys; Coal Authority's Development	Coal Authority Risk Assessment - LOW-RISK	
	Low Risk Area.	Prime Quality Agricultural Land - NO	
	Vacant and Derelict Land - NO	Contamination - NO	
Water	Surface-water flooding: Low-High risk; Fluvial Flooding: High-Low risk		
Access	No significant access concerns.		
SNH comments	This is a sloping site which benefits from a strong landscape framework. This site includes a band of ancient and semi-natural woodland along the western edge as well as an area of semi-natural woodland in the south of the site. Burn o'Need bounds the site to the east with the River Ayr located south of the site, beyond a band of semi-natural woodland. Any proposals should maximise on opportunities to create green/blue networks, contributing to the wider strategic network. There are also opportunities to create active travel connections within the site, including to the woodland in the west and along Burn o'Need to the River Ayr, linking in with existing connections. Proposals should ensure cohesion with existing development to the east.		

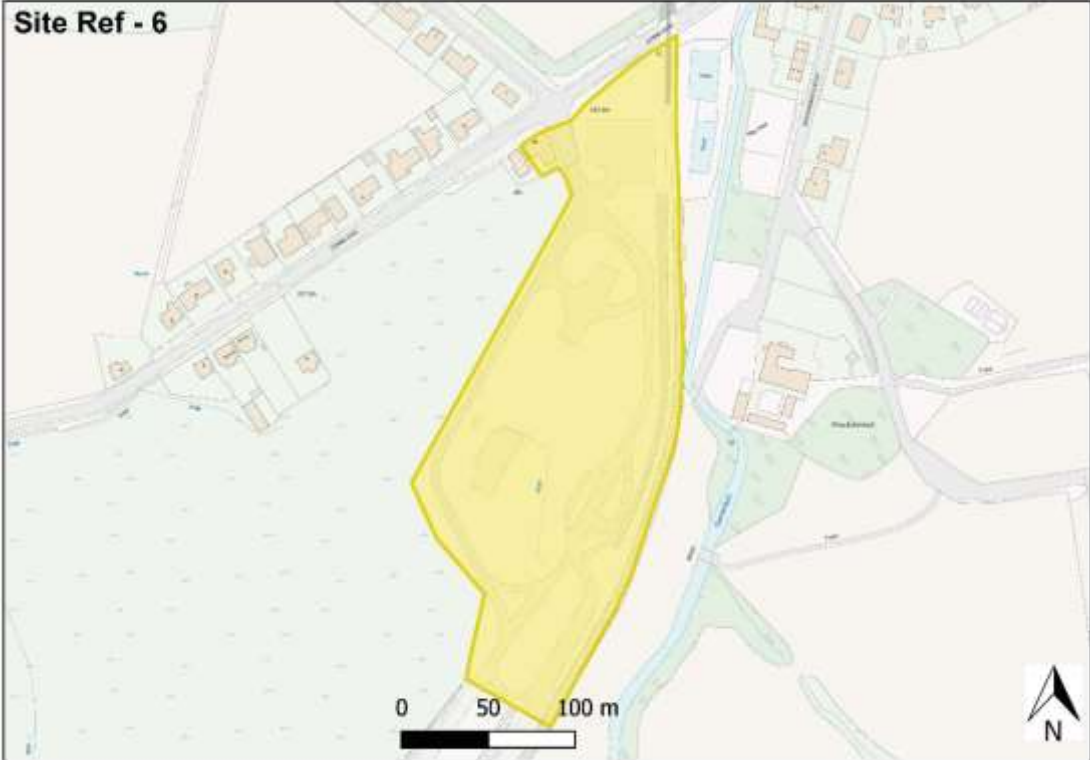
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity to serve proposed 10 units. Early contact with Scottish Water required to discuss any new installation to public sewer.
<b>Water supply</b>	Sufficient capacity for 10 units. Nearest water network is located several hundred metres away or will involve a crossing over Burn O'Need. Any installation of network from site to public sewers must be funded and carried out by developer.
<b>Housing Land Audit (HLA) 2019 NO</b>	<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>	
<b>Positive/Negative</b>	<p>The site is located to the west of Catrine. It is not allocated as a development opportunity within the EALDP (2017), however, it is contained within the Rural Diversification Area. The development of the site is likely to have negative environmental impacts, particularly on landscape, soil, biodiversity and cultural heritage. The site is located within the Sensitive Landscape Area and in Ballochmyle Non-inventory Garden and Designed Landscape. Development would be required to be sensitive and considerate, with appropriate mitigation.</p> <p>As outlined within SNH's comments, any proposals should maximise on opportunities to create green/blue networks, contributing to the wider strategic network. There are also opportunities to create active travel connections within the site, including to the woodland in the west and along Burn o'Need to the River Ayr, linking in with existing connections. Any proposals should ensure cohesion with existing development to the east.</p> <p>In overall terms, the site is considered to have both positive and negative impacts.</p>

# Connel Park



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	6	
Settlement	Connel Park/Leggate	
Address	Former Knockshinnoch Rail Terminal and Coal Yard	
Description	The site is brownfield and is located within the settlement boundary of Connel Park, bounded to the east by a dismantled section of rail line. The site has a planning history relating to the proposed residential use and temporary storage structures (15/0691/PP). The site is not allocated as a development opportunity within the EALDP (2017).	
OS Grid Ref	NS6012NE	
Current Use	Brownfield	
Proposed Use	Housing	
Use Description	Residential - 50 units	
Site Size	2.6ha	
Land type	Brownfield	
Source of Site	Hargreaves	
Outside Settlement	No	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 4, RES 5, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, ENV 14, RES 10, RES 11, RES 12, RES 13, TC2, TC3.	
Most Recent App	19/0136/PP Continued Use of Temporary Storage and Construction Yard	
Planning History	03/0534/FL - Approved with Conditions, 05/0997/FL - Withdrawn, 15/0691/PP - Approved with Conditions, 18/0187/PP - Approved with Conditions, 19/0136/PP - Approved with Conditions	
	Approved with Conditions	



## Strategic Environmental Assessment (SEA) Pro forma

<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 within the settlement boundary of Connel Park. The size of the proposed development is likely to constitute a significant extension to Connel Park as it is almost half its size. This is likely to have a negative impact on the landscape character of the surrounding environment and the settlement itself. However, given the current state of the site, it is likely that development would provide an opportunity to restore landscape and tree cover. Parts of the site are encompassed within the core-high dispersal woodland network. In overall terms, environmental impacts on landscape are likely to be both positive and negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The whole site is listed under PAN33 and considered to be contaminated land. The development of the site could result in the removal and/or treatment of contaminated land, having a positive environmental impact on soil quality. The Coal Development Risk is Medium in most of the site, rising to High in the southern third, and Coal Seam intersects the southern part of the site, with potential adverse implications as a result of development. The development of the site would not result in loss of important soil resources such as prime agricultural land, carbon rich soils, peatland or intermediate/raised bogs. In overall terms, environmental impacts on soil are likely to be negative, subject to appropriate mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is adjacent to Connel Burn, resulting in a low-medium risk of fluvial flooding along the eastern boundary, rising to high risk towards the northern end of the site. A small part of the site is subject to a high risk of surface water flooding. Most of the site, however, is free from either surface or fluvial flood risk, especially towards the west. The environmental impact of development in this site is unlikely to worsen existing issues insofar as it is limited to the areas free from flood risk. As such, it is not considered that this will be significant enough to have a detrimental impact, 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>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes. As such, the site has existing public transport connections, with opportunity to expand this network. The nearest rail station is New Cumnock, but being a 30 minute walk away from the site, it is unlikely to have an impact on the daily private car usage, having an adverse impact on air quality. In overall terms, environmental impacts on air quality are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Positive</b>	The site is part of Central Scotland Green Network's (CSGN) non-core high dispersal Woodland network, and part of it falls within CSGN's core Woodland network. However, the site is brownfield in nature, with no woodland contained within the site in question. The site is not in close proximity to any designated or safeguarded sites. Being a brownfield site, its development could potentially



	contribute positively to the creation of new recreational green spaces. In overall terms, environmental impacts are considered to be positive.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors through the proliferation of private car use, and in turn greenhouse gas emissions. The site is in close proximity to existing active travel networks. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, having potentially positive environmental impacts. In terms of climate resilience, the site is constrained by fluvial and surface water flooding, which could be proliferated by changes in climate. The development of the site is likely to reduce permeability and infiltration, exacerbating flood risk and reducing climate resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site lies in close proximity to two archaeological sites, Knockshinnoch Tower House of which no remains exist, and the Knockshinnoch Castle Colliery which is in a severely degraded state. The impact of development in either of these is unlikely to be detrimental. No listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes affect this site. In overall terms, environmental impacts on cultural heritage is 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>Positive</b>	The site is within walking distance an existing active travel network of core paths and public transport. There is opportunity for integration into said networks. New Cumnock town centre and its associated services are within reasonable walking distance as well, enabling access to services, facilities and opportunities. In overall terms, environmental impacts on population are likely to be positive.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive</b>	The development of the site could result in the removal and/or treatment of contaminated land, which would have a positive impact on human health. This site has strong access connections in terms of the road network, public transport connections and its surrounding active travel network. The site is located along an SPT bus route. Connel Park is in close proximity to New Cumnock. New Cumnock has a surplus of open space (as outlined within the open space audit) and meets the accessibility standard o 150 metres door to space standard. Due to the setting and location of the site, the development would be in close proximity to unallocated green space along the greenfield. In overall terms, environmental impacts on human health are considered 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>	This is a brownfield site out with the Rural Protection and the Sensitive Landscape areas. Development in brownfield sites is encouraged, and as such, the identification of this site is accords with the aims of the MIR for LDP2. The development of the site could result in the removal and/or treatment of contaminated land, which would have a positive impact on material assets. The site is within walking distance an existing active travel network of core paths and public transport. There is opportunity to integrate and expand these networks. In overall terms, environmental impacts on material assets are considered to be positive.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority medium and high development risk area	Coal Authority Risk Assessment - <b>HIGH/LOW-RISK</b>
		Prime Quality Agricultural Land - <b>NO</b>
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>YES</b>
Water	No flood risk comments have been raised.	
Access	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	<p>In general, we welcome the redevelopment of brownfield sites. Development of this site as currently proposed would result in a significant addition to the urban character of Connel Park. There would be landscape and visual impacts with development would be clearly visible from the B741. This would also set a precedent for further development on the south side of the B741 which would incrementally erode the rural character of the area.</p> <p>We do, however, consider that there may be some landscape capacity for development in the north section of the site, directly south of the B741 with proposals ensuring that they are cohesive with existing development. An appropriate landscape framework should be in place prior to construction to minimise landscape and visual impacts. Proposals should also have a positive interface with the B741.</p> <p>The entirety of the site is identified on the semi-natural woodland inventory and any woodland should be retained and incorporated into the design of the development. There are opportunities to contribute to the green/blue network with Connel Burn located to the east of the site.</p>	
WWTW Capacity & Waste Water	Sufficient capacity to serve proposed development. Major water infrastructure runs through site and combined sewer runs through north of site- early engagement with Scottish Water required.	
Water supply	Sufficient capacity in current system. Water network within vicinity of site.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

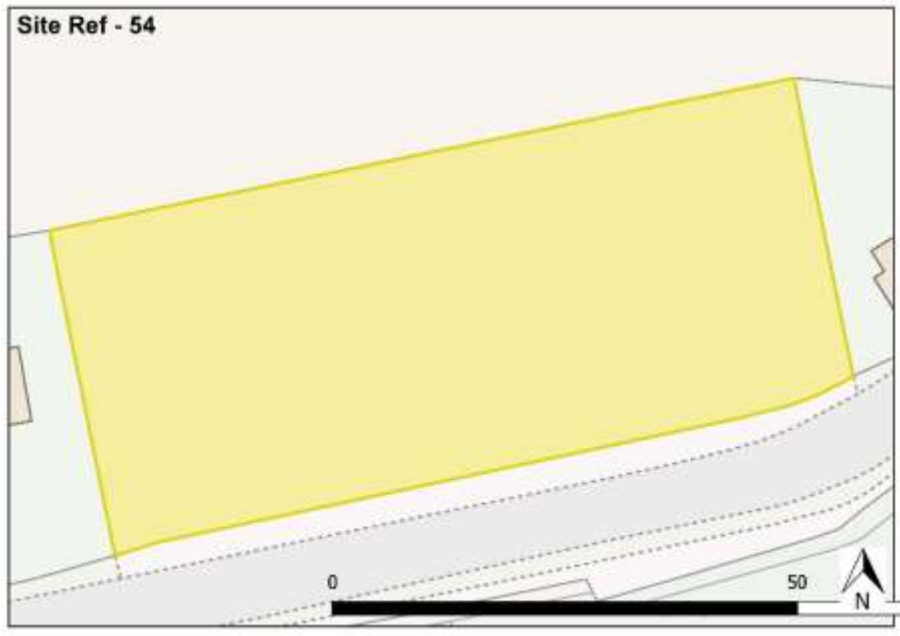
### Positive/Negative

This is a brownfield site within the settlement boundary, within reach of New Cumnock town centre, an existing active travel network and a public transport network. Redevelopment of the site could be an opportunity to reinstate quality green space on a brownfield site. However, parts of the site fall into various degrees of risk of flooding, coal mining and contamination. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While redevelopment in this site is an opportunity to reuse a brownfield site within a reasonably well connected settlement area, there are significant risks to development in addition to an adverse impact on air quality and climate.

In accordance with SNH's comments, development of this site as currently proposed would result in a significant addition to the urban character of Connel Park. The development of the site would also set a precedent for further development on the south side of the B741 which would incrementally erode the rural character of the area. It is considered that there is capacity within the north section of the site (directly south of the B741). An appropriate landscape framework should be in place prior to construction to minimise landscape and visual impacts. Proposals should also have a positive interface with the B741. The entirety of the site is identified on the semi-natural woodland inventory and any woodland should be retained and incorporated into the design of the development.

In overall terms, environmental impacts are considered to be both positive and negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	54		
Settlement	Connel Park/Leggate		
Address	Land between 92 and 102 Connell Park		
Description	The area in question is a greenfield site immediately out with the settlement boundaries of Connel Park and Bank Glen. The site has no planning history. The site is found within the Rural Diversification Area, as identified within the EALDP (2017).		
OS Grid Ref	NS6012NE		
Current Use	Agricultural land		
Proposed Use	Housing		
Use Description	Residential - 3 detached dwellings		
Site Size	0.3ha		
Land type	Greenfield		
Source of Site	Homer Young Design		
Outside Settlement	Yes		
Allocations/Props	Rural Diversification Area		
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.		
Most Recent App	08/0774/OL Erection of 6 No dwellinghouses, garaging and associated access road	Refused	
Planning History	07/0606/OL - Withdrawn, 08/0774/OL – Refused		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is a greenfield site located immediately out with the settlement boundary of Connel Park. The size of the proposed development is relatively small, but it would add a piecemeal increase to the merging of Connel Park and Bank Glen. The site is prominent and as such its impacts are considered to be significant and negative.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site is not subject to Potential Contamination Sources but the Coal Development Risk is High in the whole site. The development of the site could have negative implications on soil as a result of previous mining uses. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. Impacts are considered to be negative as a result of the development risk.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site does not present any flood risk issues nor is it likely to worsen existing impacts on flood risk. Impacts are likely to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The nearest rail station is New Cumnock, but being a 30 minute walk away from the site, it is unlikely to have an impact on the daily private car usage. The impact of proposed development on overall air quality is 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</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) non-core high dispersal Woodland network and Woodland Hotspot. It is also encompassed by the non-core high dispersal Wetland network, falling within a Wetland Hotspot ranked 153. It is part of the non-core high dispersal neutral grassland network. Extension of the settlement towards existing green networks is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts are likely to be both positive and negative.



<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts 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>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In overall terms, impacts are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site is within walking distance of core paths and New Cumnock town centre. The site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts 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 in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site is within walking distance of core paths and New Cumnock town centre. The site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts are likely to be both positive and negative.

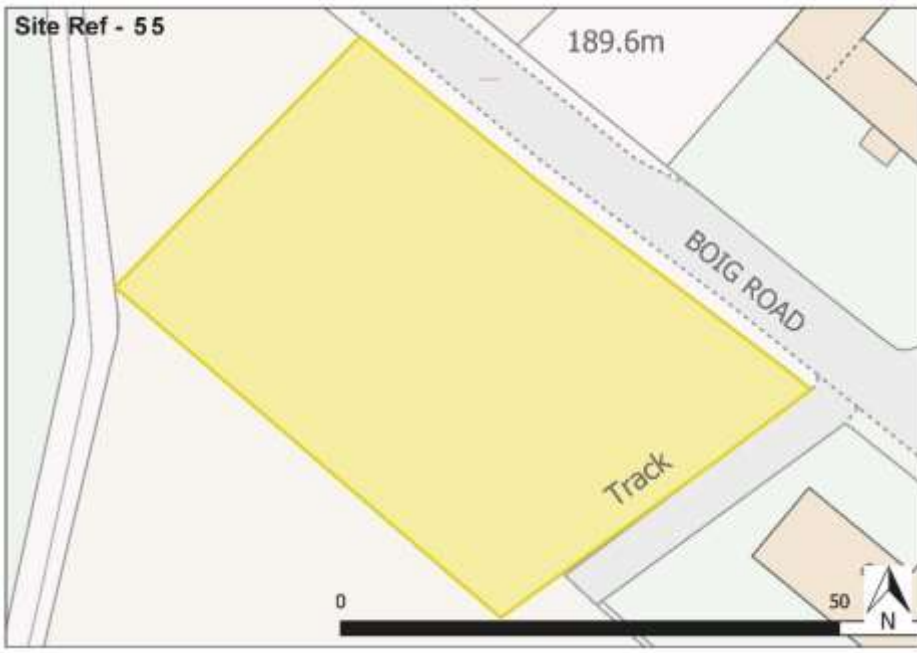
## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority high risk development area.	Coal Authority Risk Assessment - <b>HIGH-RISK</b>
		Prime Quality Agricultural Land - <b>NO</b>
	<b>Vacant and Derelict Land - YES - the most of the site (6112)</b>	Contamination - <b>NO</b>
Water	No flood risk comments have been raised.	
Access	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	This is a very steeply sloping site, rising northwards from Connel Park (B741). Development here would have an adverse effect on the rural landscape setting. It would contribute to the coalescence of Bankpark and Connel Glen.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed 3 units.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

Positive/Negative	This is a greenfield site out with bit adjacent to the settlement boundary, within reach of New Cumnock town centre, Core Paths and a bus stop. Development on this site would not have any significant impact on cultural or natural heritage, but it would contribute toward the amalgamation of Bank Glen and Connel Park. There is no flood or contamination risk in the area, but it falls within the Coal Authority High Development Risk Area. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site is an opportunity to encourage living within a reasonably well connected settlement area, there is a significant risk to development in addition to an adverse impact on air quality and climate.
	SNH outline that the site is very steeply sloping, rising in the west and north and would have an adverse effect on landscape setting and views, particularly from the east along the Connel Park (B741). Development here would set a precedent for further development and could result in the coalescence of Bankglen and Connel Park.
	In overall terms, the site is considered to have both positive and negative impacts.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	55	
Settlement	Connel Park/Leggate	
Address	Land adjacent to Boig Rd, Connel Park	
Description	The area in question is a greenfield site immediately out with the settlement boundary of Connel Park to the north. The site is located within the Rural Diversification Area, as identified within the EALDP (2017). The site has no planning history.	
OS Grid Ref	NS6012NE	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - 3 detached dwellings	
Site Size	0.2ha	
Land type	Greenfield	
Source of Site	Homer Young Design	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	05/1117/OL Proposed Erection Of Four Dwellinghouses	
	Approved with Conditions	
Planning History	05/1117/OL - Approved with Conditions	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is a greenfield site located immediately out with the settlement boundary of Connel Park. The size of the proposed development is very small, and proposes only three residential units. It is not considered that the development of this site would have significant negative impacts on the landscape character of Connel Park, as the site does not benefit from a strong landscape framework. In overall all terms, impacts are considered to be negative.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site contains mineral alluvial soils. 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>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site does not present any flood risk issues nor is it likely to worsen existing impacts on flood risk. Impacts are likely to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The nearest rail station is New Cumnock, but being a 30 minute walk away from the site, it is unlikely to have an impact on the daily private car usage. The impact of proposed development on overall air quality is 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</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) non-core high dispersal Woodland network, and the core high dispersal Wetland network, falling within a Wetland Hotspot ranked 153. It is part of the non core moderate dispersal acid grassland network. The site does not contain nor does it lie in proximity to any designated or safeguarded sites. Extension of the settlement towards existing green networks is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts are likely to be both positive and negative.



Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In overall terms, impacts are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site is within walking distance of core paths and New Cumnock town centre. The site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site is within walking distance of core paths and New Cumnock town centre. The site is within walking distance of a SPT bus stop serving the Bellsbank-Cumnock and the Ayr-New Cumnock routes, having potentially positive impacts if utilised. The New Cumnock Circular and the Coalfield Cycle Route Core Paths both runs next to the site, offering active travel options. However, the addition of new residential units is likely to increase private car use despite these opportunities, having a negative environmental impact. In terms of climate resilience, the site has no significant implications. In overall terms, impacts are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low risk development area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood risk comments have been raised.	

<b>Access</b>	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
<b>SNH comments</b>	This site defines the western edge of the settlement gateway to Connel Park from the north-west along Boig Road. The site does not benefit from an existing landscape framework and development would have landscape and visual impacts. Should this site be allocated, an effective development edge treatment should be provided with proposals being well-integrated with existing development to the south- and north-east of the site. Proposals should also ensure that there is a positive interface with Boig Road and that a landscape framework is incorporated into the development design, creating a robust and defensible settlement edge.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed 3 units. Existing combined sewer in vicinity of site. A 500mm strategic trunk main runs inside the upper section of the site. Early engagement with Scottish Water's Asset Impact team and Development Planning is essential to ensure this conflict does not impact economic site viability for developers due to required stand off distances.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>This is a greenfield site out with bit adjacent to the settlement boundary, within reach of New Cumnock town centre, Core Paths and a bus stop. Development on this site would not have any significant impact on cultural or natural heritage. There is no flood or contamination risk in the area, but it falls within the Coal Authority Low Development Risk Area. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site is an opportunity to encourage living within a reasonably well connected settlement area, it would have an overall adverse impact on air quality and climate.</p> <p>SNH outline that the site defines the western edge of the settlement gateway to Connel Park from the north-west along Boig Road. The site does not benefit from an existing landscape framework and development would have landscape and visual impacts. Should this site be allocated, an effective development edge treatment should be provided with proposals being well-integrated with existing development to the south- and north-east of the site. Proposals should also ensure that there is a positive interface with Boig Road and that a landscape framework is incorporated into the development design, creating a robust and defensible settlement edge.</p> <p>In overall terms, environmental impacts are likely to be both positive and negative.</p>	

**Crosshouse**

This map displays the Crosshouse area, highlighting specific regions numbered 7, 8, 9, 10, and 11. Region 10 is a large yellow area in the center-left. Region 8 is a small yellow area to the east of region 10. Region 9 is a yellow area to the south of region 8. Region 7 is a yellow area to the south of region 9. Region 11 is a small yellow area at the bottom center. The map includes a scale bar indicating 1:11000 and a north arrow. Various landmarks and roads are labeled, including 'Carmel Water', 'Hullbarns Farm', 'Craig Cottages', 'Moorfield North Industrial Park', and 'West Moorfield Cottage'.

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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref  
Settlement  
Address  
Description

**7**  
**Crosshouse**  
**Gatehead Road**  
The site is located to the south-west of Crosshouse and is moderate in scale. The proposed use is residential. The site has previously been submitted as an application for a residential development which was refused in 2011.

OS Grid Ref  
Current Use  
Proposed Use  
Use Description  
Site Size  
Land type  
Source of Site  
Outside Settlement

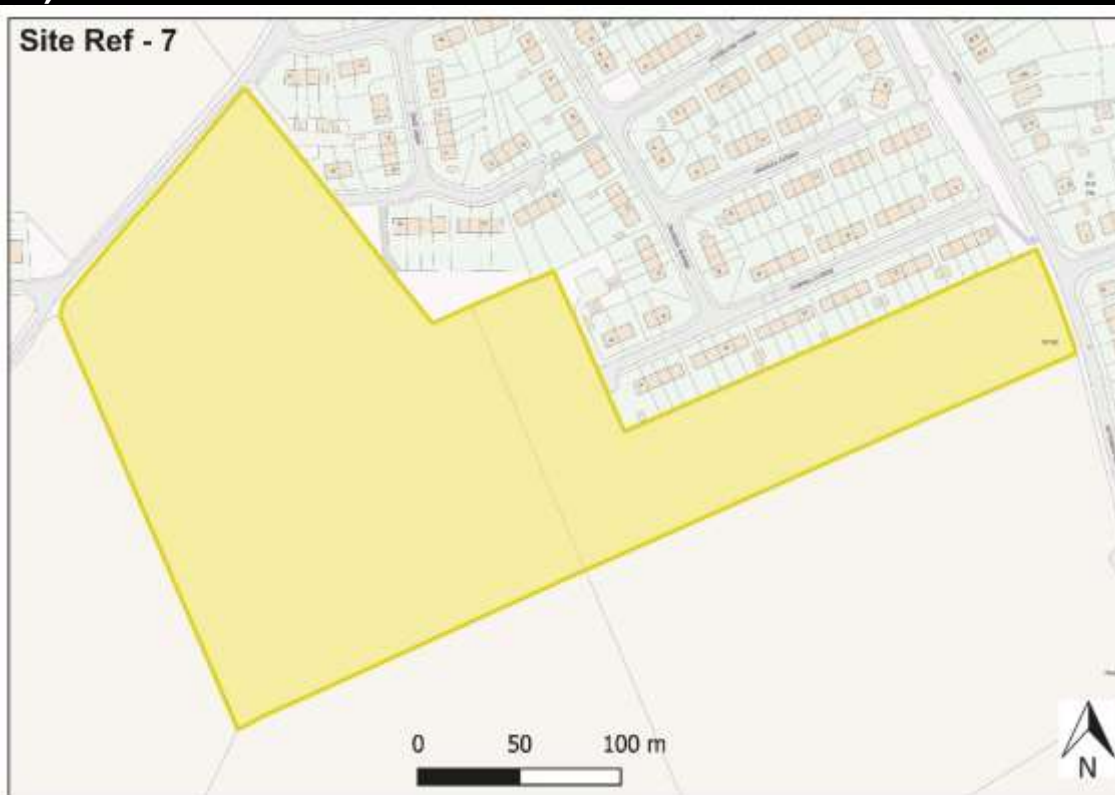
NS3937NW  
Vacant  
**Housing**  
Residential  
6.2ha  
**Greenfield**  
Hope Homes  
Yes

Allocations/Props  
LDP Policies

Rural Protection Area  
OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.

Most Recent App  
Planning History

N/A  
N/A



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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 development of the site is likely to have significant implications in terms of landscape as a result of its' prominent setting and proposed scale. The site is to the south-west of Crosshouse and would constitute a fairly significant extension to the settlement. In overall terms, environmental impacts on landscape character and setting are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within both the Coal Authority's Development Low Risk Area to the north and Development High Risk Area to the south. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including "Prime Quality" to the south and "Locally Important Good Quality" to the north. The development would not result in the loss of carbon rich soils and peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site on soil are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is not at risk from fluvial flooding, as identified within SEPA's 1 in 200 flood risk maps. However, the site hosts a substantial area of surface water flooding of low to high surface water risk to the south-west. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. In overall terms, impacts are likely to be negative. Negative impacts could be reduced through appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use, and greenhouse gas emissions as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. A core path extends along the western boundary of the site, there is therefore opportunity to connect to existing active travel networks. There is an SPT bus route (with associated stops), which runs along the eastern edge of the site, the site would therefore be connected to an existing public transport network having positive impacts. There is opportunity to create an active travel network, having a positive impact. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites. However, the development of this site would result in the removal of greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat, the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors through the proliferation of private car use, and in turn greenhouse gas emissions, as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. There is therefore opportunity to connect to existing active

	travel networks. There is an SPT bus route (with associated stops), which runs along the eastern edge of the site, the site would therefore be connected to an existing public transport network having positive impacts. In terms of climate resilience, the site is significantly constrained by surface water flooding, which could be proliferated by changes in climate, reducing climate resilience. The development of this site could also exacerbate flood risk, reducing climate resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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 or archaeological sites/areas. The impacts are therefore considered 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>Positive/Negative</b>	The site is in close proximity to existing public transport networks enabling access to services, having a positive impact on population. Although the site is not located within close proximity to a core path or right of way network, there is opportunity for this to have a positive impact in terms of active travel and connectivity. The site is within a walkable distance to the centre of Crosshouse. There is potential for the development of this site to contribute towards this SEA objective as a result of its accessibility. The site is currently constrained by flood risk, having a potentially detrimental impact on population. In overall terms, the anticipated impacts on population are likely to be positive and negative impact.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site has strong public transport connections, with an SPT bus route running along the east of the site (with associated bus stops). The site has existing active travel connections (core path network) to the west, this is likely to have a positive impact on human health. The site is currently constrained by flood risk, having a potentially detrimental impact on human health. The development of the site would also result in the loss of greenfield habitat, which can have recreational and open space benefits with regards to human health. As such, the development of the site is therefore likely to have a positive and negative impact on human health.
<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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Crosshouse, potentially increasing overall connectivity of place. In overall terms, environmental impacts on material assets are likely to be both positive and negative.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Non-calcareous gleys; Coal Authority's Development Low Risk Area; Coal Authority's Development High Risk Area; Prime quality agricultural land including "Prime Quality" and "Locally Important Good Quality".	Coal Authority Risk Assessment - <b>HIGH/LOW-RISK</b>
		Prime Quality Agricultural Land - YES - The majority of site is located within prime agricultural land and there are some areas to south and east covered by locally important agricultural land.
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>
Water	Flood risk: Surface water flooding (low-high risk)	
Access	No significant access concerns.	
SNH comments	This site defines the western settlement edge of Crosshouse from the south (along Gatehead Road / B751) and the eastern edge from the south-west. Proposals should ensure an effective landscape framework is provided, enhancing the settlement gateway. Development should have a positive interface with Gatehead Road / B751 as well as with the lane to the north of the site as well as ensuring cohesion with existing development to the north of the site. Open space and active travel connections should be included in proposals, providing links to the wider strategic network, including to Kilmarnock town centre and Crosshouse Hospital.	
WWTW Capacity & Waste Water	Capacity available depending on proposed units. Early engagement with Scottish Water required. Combined sewer infrastructure runs through this site- Early engagement with Scottish Water required.	
Water supply	Capacity available depending on proposed units. More information needed.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>
MIR Overall Recommendation		
Positive/Negative	<p>The development of this site would constitute a moderate extension to the settlement. The site is considered to be acceptably located in terms of access and connectivity. However, development would have a significant negative impact on landscape character, soil and biodiversity. In overall terms, the site is considered to have both positive and negative impacts.</p> <p>In accordance with SNH's comments, should the site be included within the Proposed Plan, proposals should ensure an effective landscape framework is provided, enhancing the settlement gateway. Development should have a positive interface with Gatehead Road / B751 as well as with the lane to the north of the site as well as ensuring cohesion with existing development to the north of the site. Open space and active travel connections should be included in proposals, providing links to the wider strategic network, including to Kilmarnock town centre and Crosshouse Hospital.</p> <p>In overall terms, impacts are likely to be both positive and negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	8		
Settlement	Crosshouse		
Address	Holmes Farm, Irvine Rd		
Description	The site is contained within the settlement boundary of Crosshouse. The site has a planning history dating back to 2005, concerning the demolition of agricultural buildings and change of uses. The site is not currently designated as a development opportunity site within the EALDP (2017).		
OS Grid Ref	NS3838SE		
Current Use	Agricultural land		
Proposed Use	Housing		
Use Description	Residential - 16 units		
Site Size	0.8ha		
Land type	Brownfield		
Source of Site	Alan Neish		
Outside Settlement	No		
Allocations/Props	Rural Protection Area		
LDP Policies	RES 1, RES 11, TC2, TC3, OP1, OP2, ROUR 1, TOUR 2, RE1, RE2, RE5, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, ENV14, RES 10, RES 12, RES 13, Chapter 6.2 Promoting Sustianable Transport, Chapter 6.3 Delivering Infrastructure, Chapter 6.4 Sustainable Waste Management.		
Most Recent App	17/1082/PPP Proposed Residential Development involving demolition of farm buildings. - Approved with Conditions		Approved with Conditions
Planning History	05/0801/FL - Approved with Conditions, 16/0234/PP, Refused, 17/1082/PPP- Pending		

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Neutral</b>	The site is classified as "Agricultural Lowlands" (SNH 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 site is relatively small and contained within the settlement boundary. The site currently contains structures relating to agriculture. It is not considered that its development would have any significant positive or negative impacts on landscape character. As such, impacts are considered to be neutral.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within both the Coal Authority's development low risk area. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including "Prime Quality" to the south and "Locally Important Good Quality" to the north. The development would not result in the loss of carbon rich soils and peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have a negative impacts on soil, subject to appropriate mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. As such, its development is likely to have neutral impacts on the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use and greenhouse gas emissions as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. There is therefore opportunity to connect to existing active travel networks. There is an SPT bus route (with associated stops), which runs along the top of the site, the site would therefore be connected to an existing public transport network having positive impacts. There is opportunity to create an active travel network, having a positive impact. The site is not in close proximity to existing core path or right of way networks. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, environmental impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Neutral</b>	The site is not in close proximity to any designated nature conservation sites. The site currently has an agricultural use, forming part of the built environment. As such, the development of the site would not result in the loss of greenfield habitat. In overall terms, the development of the site is considered to have a neutral impact on biodiversity, flora and fauna.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>



<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors through the proliferation of private car use, and in turn greenhouse gas emissions, as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. There is therefore opportunity to connect to existing active travel networks. There is an SPT bus route (with associated stops), which runs along the top of the site, the site would therefore be connected to an existing public transport network having positive impacts. The site is not in close proximity to existing core path or right of way networks, this would likely have positive impacts by increasing active travel and public transport networks. In terms of climate resilience, the site is not currently constrained by surface water flooding or fluvial flood risk. However, it is within 200 metres of the Carmel Water. There is potential for future flood resilience implications. In overall terms, it is considered that the development is likely to have positive and negative impacts on climatic factors and climate resilience.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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 or archaeological sites/areas. The impacts are therefore 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>Positive</b>	The site is in close proximity to existing public transport networks enabling access to services, having a positive impact on population. Although the site is not located within close proximity to a core path or right of way network, there is opportunity for this to have a positive impact in terms of active travel and connectivity. The site is within a walkable distance to the centre of Crosshouse. There is potential for the development of this site to contribute towards this SEA objective as a result of its accessibility. The site is not currently constrained by flood risk. In overall terms, the anticipated impacts on population are likely to be positive.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site has strong public transport connections, with an SPT bus route running along the top of the site (with associated bus stops). The site however, has no existing active travel connections, this is not considered to be sufficient in improving human health in the area. However, it is recognised that there is opportunity for the site result in the expansion of active travel provisions within Crosshouse, having a positive impact. As such, the development of the site is therefore considered to have a positive and negative impact on human health.
<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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Crosshouse, potentially increasing overall connectivity of place. In overall terms, environmental impacts on material assets are likely to be positive and negative.


## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Non-calcareous gleys; Coal Authority's Development Low Risk Area; Prime quality agricultural land including "Prime Quality" and "Locally Important Good Quality".	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Part of site within prime quality and part of site in locally important good quality land
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>
Water	No flooding constraints.	
Access	No significant access concerns as the site is contained within the settlement boundary of Crosshouse.	
SNH comments	This site is located in Crosshouse, forming the western settlement edge. We note that the site to the east is allocated in the current Local Development Plan for housing (Site 257H). We consider that a masterplan approach should be taken across these sites, ensuring that development is cohesive with existing and proposed housing. There is also an opportunity to enhance the settlement gateway from the west and provide a robust and defensible settlement edge along the west of the site.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed 16 units.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

Positive/Negative	The site is contained within the settlement boundary of Crosshouse, although, it is not allocated within the EALDP (2017). The development of the site is likely to have significant negative environmental impacts, particularly on soil, and positive and negative impacts on air, climate, human health and material assets. In overall terms, the site is considered to have both positive and negative impacts.
	In accordance with SNH's comments, a masterplan approach should be taken across these sites, ensuring that development is cohesive with existing and proposed housing. There is also an opportunity to enhance the settlement gateway from the west and provide a robust and defensible settlement edge along the west of the site.
	In overall terms, the site is considered to have both positive and negative impacts.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	9	
Settlement	Crosshouse	
Address	Land at Crosshouse	
Description	The site in question is modest in scale and is located to the south-west of Crosshouse off of Thornton Avenue. However, the site crosses the U18, an established development boundary for the settlement of Crosshouse.	
OS Grid Ref	NS3838SE	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential	
Site Size	0.4ha	
Land type	Greenfield	
Source of Site	Aaron McCatney	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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. Although the site is relatively small, the development of the site is likely to have significant implications in terms of

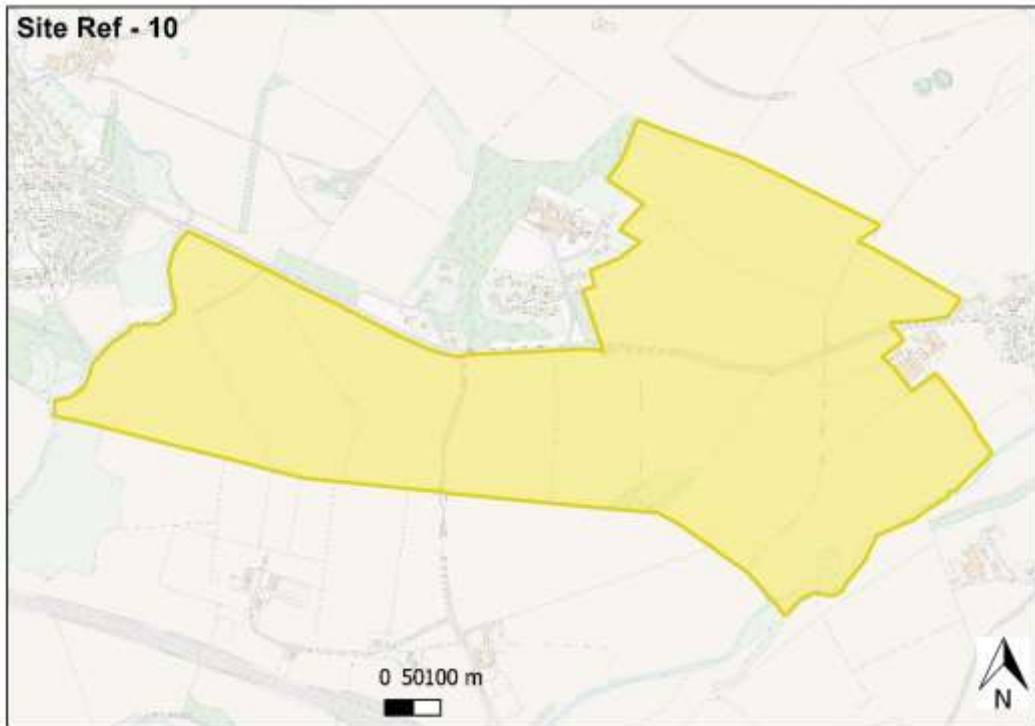
	landscape as a result of its prominent setting. The site is to the west of the U18, which currently acts as a development barrier. It's development would set a precedent for further development on along this side of the road, having further landscape implications in the future. In overall terms, the impact on landscape is likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within both the Coal Authority's development low risk area and high risk area. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including "Prime Quality". The development would not result in the loss of carbon rich soils and peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site on soil are likely to have a negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. As such, its development is likely to have neutral impacts on the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of additional units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. There is therefore opportunity to connect to and expand existing active travel networks. There is an SPT bus route (with associated stops), which are only 302 yards from the site. A core path runs parallel to the southern extent of the site. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites. However, the development of this site would result in the removal of greenbelt/greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat, the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of additional residential units. However, the site is accessible, within a walkable distance of the centre of Crosshouse. A core path runs parallel to the bottom of the. There is therefore opportunity to connect to existing active travel networks. There is an SPT bus route (with associated stops), which are only 302 yards from the site. A core path runs parallel to the southern extent of the site. This would likely have positive impacts by increasing active travel and public transport networks. In terms of climate resilience, it is not considered that the development of this site would have positive or adverse impacts as the site is

	not constrained by flood risk. In overall terms, the development of the site is likely to have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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 or archaeological sites/areas. The impacts are therefore considered 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>Positive</b>	The site is in close proximity to a core path network, having positive impacts in terms of active travel and connectivity. The site is within a walkable distance to the centre of Crosshouse. There is potential for the development of this site to contribute towards this SEA objective as a result of its accessibility. The site is located in close proximity to an SPT bus route (and associated bus stops), enabling access to services. The site is not constrained by flood risk. In overall terms, impacts on population are likely to be positive.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a core path runs parallel to the southern extent of the site. The site is within a walkable distance of the centre of Crosshouse. There is potential for the development of this site to contribute towards this SEA objective as a result of its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health. In overall terms, the development of the site is likely to have both positive and negative impacts on human health.
<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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Crosshouse, potentially increasing overall connectivity of place. In overall terms, environmental impacts on material assets are likely to be positive and negative.



Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Non-calcareous gleys; Coal Authority's Development Low Risk Area; Coal Authority's Development High Risk Area; Prime Quality agricultural land of "Prime Quality".	Coal Authority Risk Assessment - <b>LOW-RISK</b>
	Vacant and Derelict Land - <b>NO</b>	Prime Quality Agricultural Land - <b>YES</b> - Prime quality agricultural land- 3(1)
Water	No flooding constraints.	
Access	No significant access concerns. Although the site is not considered to be appropriately located as it crosses and established development boundary (U18).	
SNH comments	This greenfield site is located on north-west of the country road into Crosshouse from the south-west. Whilst there is development on the opposite side of the country road, there is no development on the north-west side. Therefore, development of this site would set a precedent for further development on along this side of the road. The site appears to be sloping, however, benefits from a strong landscape framework. If allocated, we consider that this should be retained and enhanced where possible. Proposals should ensure the provision of attractive and integrated active travel routes. They should also contribute to the wider green network.	
WWTW Capacity & Waste Water	Capacity available depending on proposed units. Early engagement with Scottish Water required.	
Water supply	Capacity available depending on proposed units. More information needed.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>
MIR Overall Recommendation		
Positive/Negative	<p>The site is not considered to be appropriately located as it crosses an established development boundary (the U18). This could have detrimental impacts in terms of future implications, as it sets an unacceptable precedent for development in the future. The site is of an acceptable scale for the proposed use. The site would result in the loss of important greenbelt landscape which visually separates settlements. The development of the site is considered to have a detrimental impact on landscape, soil and biodiversity. In overall terms, the site is considered to have both positive and negative impacts.</p> <p>In accordance with SNH's comments, If allocated, the existing strong landscape framework should be retained and enhanced where possible. Proposals should ensure the provision of attractive and integrated active travel routes. They should also contribute to the wider green network.</p> <p>In overall terms, the site is considered to have both positive and negative impacts.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	10	
Settlement	Crosshouse	
Address	Land west of Holmes Farm	
Description	The site is extensive and is located between Crosshouse and Springside (North Ayrshire). To the west, the boundary follows the extent of the authority. This would constitute a significant extension of Crosshouse. The site is contained within the Rural Protection area as identified within the EALDP (2017), and is not allocated as a development opportunity site.	
OS Grid Ref	NS3838SW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential	
Site Size	65.2ha	
Land type	Greenfield	
Source of Site	Jennifer Smith	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. The development of this prominent site, would constitute a very significant extension to the settlement of Crosshouse, having a detrimental impact on the landscape character of the location. The site acts as a landscape buffer between Crosshouse and Springside, providing amenity benefits. In overall terms, environmental impacts on landscape are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys. The site contains a small area of contaminated land to the south-east. The development of this site could result in the removal and/or treatment of contaminated land, thus having a positive impact. However, the site falls within both the Coal Authority's development low risk area and high risk area. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including "Prime Quality" and "Locally Important Good Quality". The development would not result in the loss of peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have a negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is constrained by low-high fluvial flood risk to the East and West by the Carmel Water. The site contains several large pockets of surface water flooding of high-low risk. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. In overall terms, it is considered that the development may have negative impacts on the water environment, which could be manageable subject to further investigation. However, as a precaution, environmental impacts are considered to be negative, subject to further assessment and appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units, the site is substantial in scale. However, the site could be made accessible and as it lies between Springburn and Crosshouse. An SPT bus route runs along the top of the site, this could be utilised, having positive impacts by increasing public transport connections. However, the site is not in close proximity to a core path or right of way network. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites. However, it is partially identified within the CSGN Acid Grassland Network extents. The site is in close proximity to Native Woodland (Nearly Native: lowland mixed deciduous, Mature) however, it is allocated as safeguarded open space within the EALDP (2017). The development of this site would result in the removal

	of greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat the removal of which could be adverse. In overall terms, due to the scale and location of the site, impacts on biodiversity are likely to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on greenhouse gas emissions, and in turn climatic factors, by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. However, the site is accessible and within a walkable distance of Crosshouse and Springside. SPT bus route (and a number of bus stops) run along the top of the site which could be utilised, having positive impacts by increasing public transport network, reducing greenhouse gas emissions. The site is constrained by several large pockets of surface water flood risk (low-high) as well as fluvial flooding of low-high risk, the development of this site could have a detrimental impact on climate resilience. In overall terms, it is considered that the development may have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to a large group TPO (TPO/1/1991 - Thorntoun), although this is not contained within the site. The site also borders Thornton Garden and Designed Landscape which is categorised as non-inventory, but is of local importance and value. The development could have a negative impact on the setting of this landscape. However, this could be mitigated against through appropriate and consideration design. The site is not located in close proximity to other historic assets such as conservation areas, scheduled monuments or gardens and designed landscapes. However, the site is constrained by an archaeological site/area to the south-east. The development of the site could therefore have an adverse impact on this archaeological site/area. As a precaution, environmental impacts are likely to be negative, subject to appropriate mitigation.
<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>	Although the site is in close proximity to existing public transport connections, the site is not considered to be sustainably located. Development of the site is therefore likely to proliferate private car use within the area, having a negative impact. The site is in close proximity to an SPT bus route (and associated bus stops), enabling access to service, facilities and amenities, having a positive impact on human population. However, the site is not appropriately connected or in close proximity to right of way or core path networks, and as such is not considered to be sustainably located. While there is potential for the site to contribute towards the SEAs objective of increasing population, it is not considered to be appropriate. In overall terms, the development of this site is likely to have both positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Negative</b>	The site has strong public transport connections, with an SPT bus route running along the top of the site (with associated bus stops). The site however, has poor active travel connections, this is not considered to be sufficient in improving human health in the area. As such, the development of the site is therefore considered to have a negative impact on human health.

<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	The site is contained within the Rural Protection Area. The development of the site would exacerbate rural residential demand, which the MIR intends to tackle through the extension of the rural protection into this area. Under the provisions of the adopted EALDP (2017) its development would be contrary. Thus, it is considered to have an negative impact on material assets.
<b>Services, Infrastructure Capacity, Deliverability and Sustainability Constraints</b>	
<b>Soil</b>	Contaminated Land; Coal Authority's Development Low Risk Area; Coal Authority's Development High Risk Area, "Prime Quality" Prime Quality Agricultural Land; "Locally Important Good Quality" agricultural land.
	<b>Coal Authority Risk Assessment - LOW-RISK</b> <b>Prime Quality Agricultural Land - YES - middle of the site contains locally important good quality agricultural land- 3(2) and east and west side containg prime quality land- 3(1)</b>
	<b>Vacant and Derelict Land - NO</b> <b>Contamination - YES</b>
<b>Water</b>	Surface-water flooding: Low-High risk; Fluvial Flooding: High-Low risk
<b>Access</b>	No significant access concerns. Although the site is not considered to be sustainably located.
<b>SNH comments</b>	<p>This is a very large, prominent site located west of Crosshouse, out with the settlement boundary. The site rises towards the centre at the country road running north-south with views to the site from both Crosshouse and Springside. Development of this site would result in significant adverse landscape and visual impacts, eroding the rural setting. It would also undermine the settlement boundaries as development would result in the coalescence of Crosshouse and Springside in North Ayrshire.</p> <p>On the basis of the above, we consider that this site should not be allocated in the Local Development Plan 2.</p>
<b>WWTW Capacity &amp; Waste Water</b>	Capacity available depending on proposed units. Early engagement with Scottish Water required. Existing sewer infrastructure out with this site boundary and any connections into public network would be for foul only. NOTE: The size of the proposed development area is vast and as such any costs to connect the site to the public network may be notable and must be fully carried out. Water distribution infrastructure runs through site.
<b>Water supply</b>	Capacity available depending on proposed units. Existing water network runs through site- given size of proposed development Scottish Water would strongly encourage a Pre-development Enquiry (PDE) to be submitted for this site with proposed housing unit numbers and details of commercial use- information will help to determine whether any further studies such as water impact assessments would need to take place before the development could commence.
<b>Housing Land Audit (HLA) 2019 NO</b> <b>Homes for Scotland (Hfs) Member NO</b>	



## MIR Overall Recommendation

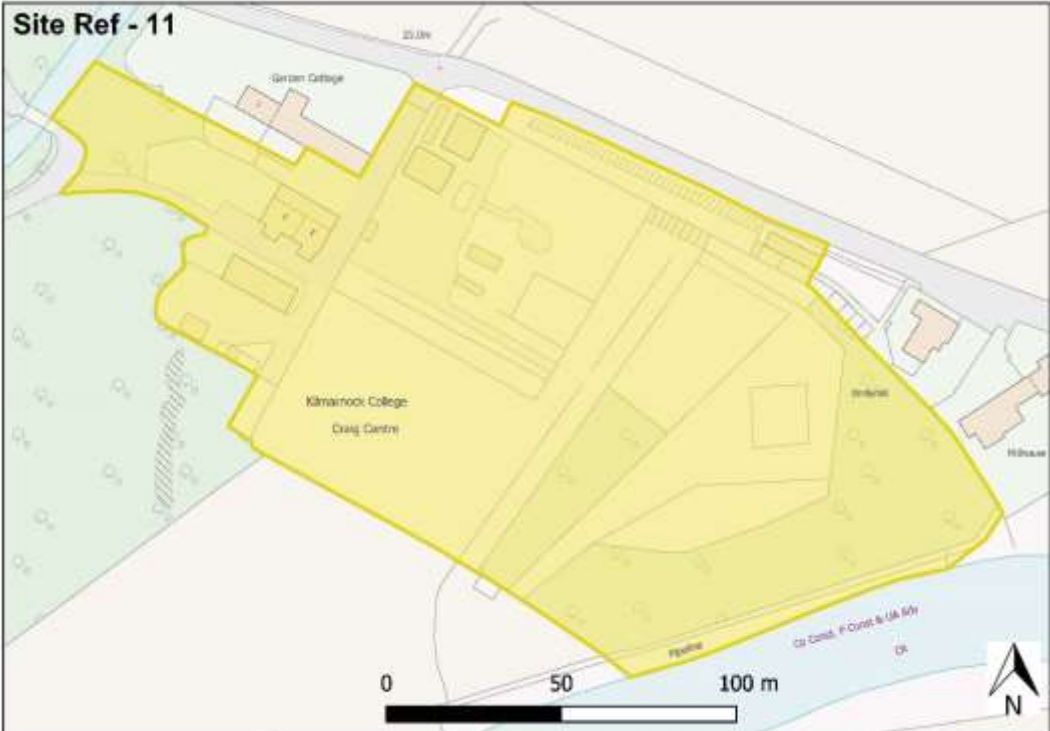
### Negative

The site is not considered to be sustainably located and is located between Crosshouse and Springside. The site would constitute an extensive extension to Crosshouse which is not considered to be acceptable. The site would result in the loss of important greenbelt landscape which visually separates settlements. The development of the site is considered to have a detrimental impact on landscape, the water environment, biodiversity and cultural heritage.

SNH consider that development of this site would result in significant adverse landscape and visual impacts, eroding the rural setting. It would also undermine the settlement boundaries as development would result in the coalescence of Crosshouse and Springside in North Ayrshire.

In overall terms, the site is likely to have negative environmental impacts.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	11		
Settlement	Crosshouse		
Address	Craig Campus (old Kilmaronock College)		
Description	The site is a former Kilmaronock College site and is located along the edge of the authority boundary. It is not considered to be sustainably located. Due to its previous use, the site has a significant planning history. The site is found within the Rural Protection Area.		
OS Grid Ref	NS3837SW		
Current Use	Vacant land/former site compound		
Proposed Use	Housing		
Use Description	Residential		
Site Size	2.5ha		
Land type	Brownfield		
Source of Site	Alan Neish		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13, Chapter 6.3 Delivering Infrastructure, Chapter 6.2 Promoting Sustainable Transport, Chapter 6.4 Sustainable Waste Management.		
Most Recent App	19/0428/PP Alterations to listed boundary wall to form a new access road into walled garden.		Appeal Lodged
Planning History	99/0322/FL - Approved with Conditions, 03/1122/OL - Withdrawn, 04/0018/LB - Withdrawn, 19/0428/PP - Refused		

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Neutral</b>	The site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. The development of this site, would constitute a very significant extension to the settlement of Crosshouse, having a detrimental impact on the landscape character of the location. The site is currently developed and as such, the development of the site for residential is not considered to be any additional positive or negative impacts on landscape character. However, the location is not considered to be sustainable. In overall terms, environmental impacts on landscape character are likely to be neutral.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of brown earths (raised beach sands and gravels derived from Carboniferous rocks with some Old Red Sandstone material). The site borders two small area of contaminated land to the south-west and south-east. The development of this site could result in the removal and/or treatment of contaminated land, thus having a positive impact. However, the site falls within both the Coal Authority's development low risk area. The site is largely contained within an archaeological site/area, the development of which would have a negative impact on this feature. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including "Prime Quality". The development would not result in the loss of peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site on soil are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is constrained by low-medium fluvial flood risk to the south-east by the River Irvine and to the north-west by surface water flooding (low-high). It is considered that the development of the site could result in increased pluvial and fluvial flooding if appropriate measures are not in place. It is possible that flood risk could be alleviated and mitigated against through an appropriate layout and design, however, this cannot be determined at this stage. It is considered that the development will have negative impacts on the water environment, which could be manageable subject to further investigation. However, in overall impacts are considered to be negative.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of the U16. In overall terms, it is considered that the development would have negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is contained within Craig House Local Nature Conservation Area (Provisional Wildlife Site) and Craig House Non-Inventory Garden and Designed Landscape. The development of this site is likely to have negative impacts on these designations as it would

	result in the loss of habitat and landscape. The fragmentation and loss of habitats is not supported by the LDP2 MIR. The north-west of the site also contains long-established ancient woodland (of plantation origin) and native woodland of mixed maturity. The development of this site for residential use would have a detrimental impact on woodland habitats. In overall terms, it is considered to have negative impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	The site is located off of the U16. Development of the site is likely to have negative impacts on air quality by proliferating private car use, which will in turn increase greenhouse gas emissions, as a result of increasing the residential population of the area in an isolated setting. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is also constrained to the north-west by surface water flooding and south-east by fluvial flood risk from the River Irvine. The development of this site could have a detrimental impact on climate resilience. In overall terms, it is considered that the development may have negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site contains three listed buildings (Gardener's House [B Listed], Walled Kitchen Garden [B Listed] and The Barn [B listed]) and is in close proximity to three additional listed buildings/structures. The majority of the site is covered by an archaeological site/area, the development of which could have a detrimental impact on this feature. The site is contained within a group Tree Preservation Order designation (TPO/2/1998), the development of the site could have a detrimental impact on the TPOs. The site is contained within Craig House Non-Inventory Garden and Designed Landscape, these are not of national importance but of local importance. The development is likely to have a negative impact on this asset. The site is not located in close proximity to conservation areas or scheduled monuments. In overall terms, the environmental impact is considered to be negative, subject to appropriate mitigation. Negative impacts could be mitigated against should the development respect the setting of the building.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Negative</b>	The site is isolated in nature and is not considered to be sustainably located. Development of the site is likely to have negative impacts on air quality by proliferating private car use, which will in turn increase greenhouse gas emissions. Residents would be reliant on private car use as a result of the isolated nature of the site. There is no active travel provision (rights of way or core paths) or public transport connections, having a negative impact on population and access to opportunities and services. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is also constrained to the north-west by surface water flooding and south-east by fluvial flood risk from the River Irvine. The development of this site could have a detrimental impact on climate resilience and in turn population. In overall terms, it is considered that the development may have negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Negative</b>	The site is isolated in nature and is not considered to be sustainably located. Development of the site is likely to have negative impacts on air quality by proliferating private car use, which will in turn increase greenhouse gas emissions and human health. Residents would



	be reliant on private car use as a result of the isolated nature of the site. There is no active travel provision (rights of way or core paths) or public transport connections, having a negative impact on human health and access to opportunities and services, contradicting the intentions of the MIR for LDP2. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is also constrained to the north-west by surface water flooding and south-east by fluvial flood risk from the River Irvine. The development of this site could have a detrimental impact on climate resilience and in turn human health. In overall terms, it is considered that the development may have negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Protection Area. The development of the site would exacerbate rural residential demand, which the MIR intends to tackle through the extension of the rural protection into this area. Under the provisions of the adopted EALDP (2017) its development would be contrary to the MIR. The site is not considered to be sustainably located. It is isolated with little opportunity to integrate with any existing public or active travel networks. Thus, it is considered to have negative impact on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Brown earths; Bordering Contaminated land; Coal Authority's Development Low Risk Area; Prime quality agricultural land of "Prime Quality".	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - YES - the whole site contains prime quality agricultural land- 3(1)
	Vacant and Derelict Land - NO	Contamination - NO
Water	At risk from fluvial and pluvial flood risk.	
Access	The site has significant access issues. It is not considered to be sustainably located.	
SNH comments	Generally, we support the redevelopment of brownfield land over greenfield. This site is physically, visually and perceptually detached from existing development and we consider it would be challenging to deliver sustainable development in this location. However, if allocated, proposals should maximise on the strong existing landscape framework.	
HES comments	The site has listed buildings within their boundaries. We are content with the principle pf development on the basis that the listed building would be retained and that development would respect the setting of the building.	
WWTW Capacity & Waste Water	N/A	
Water supply	N/A	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO

## MIR Overall Recommendation

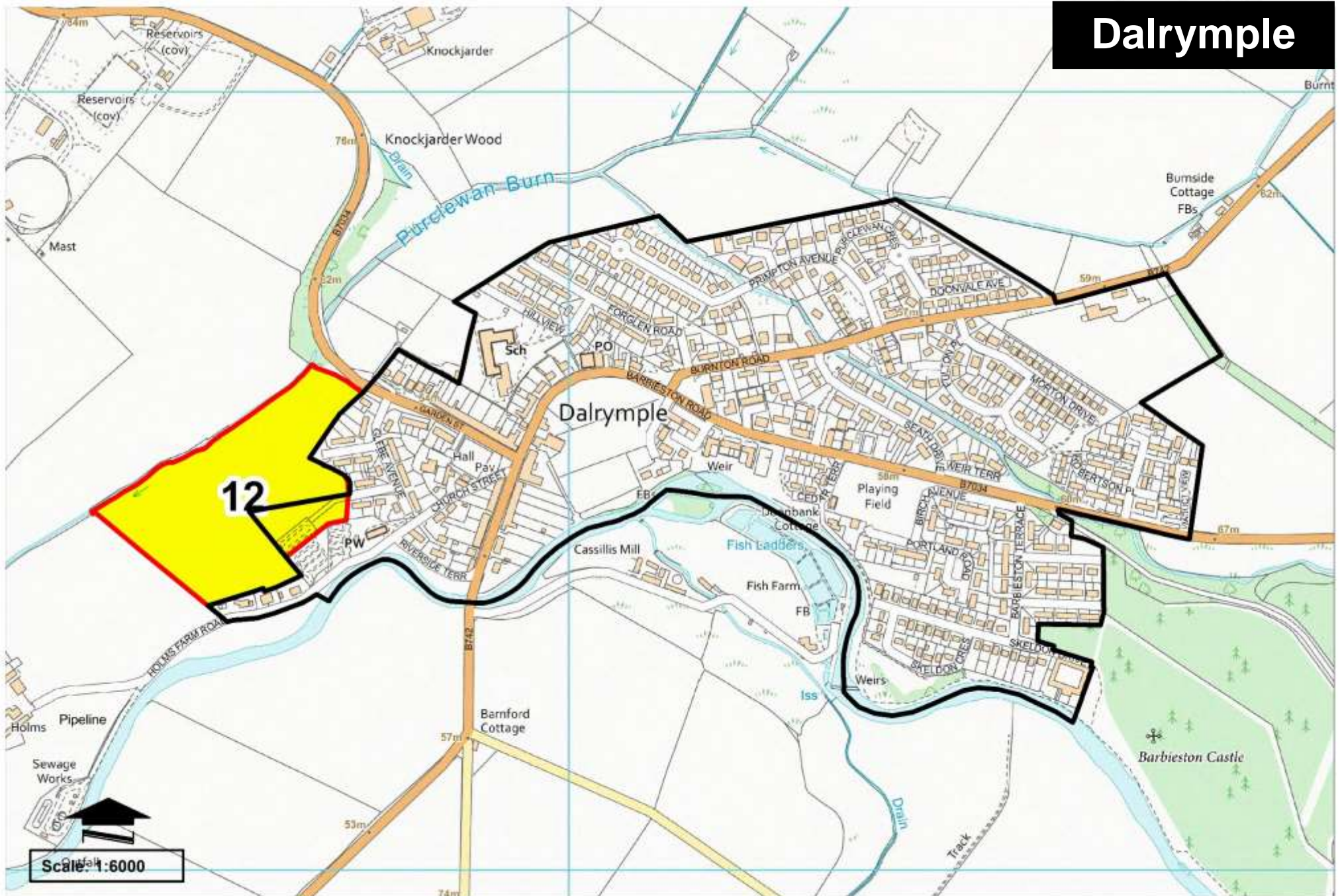
### Negative

The site is not considered to be sustainably located and is isolated in nature. The development of the site would be considered contrary to the intentions of the MIR for LDP2.

The development of the site is considered to have a significant negative environmental impact. SNH consider the site to be physically, visually and perceptually detached from existing development, and as such it would ne challenge to deliver sustainable development in this location.

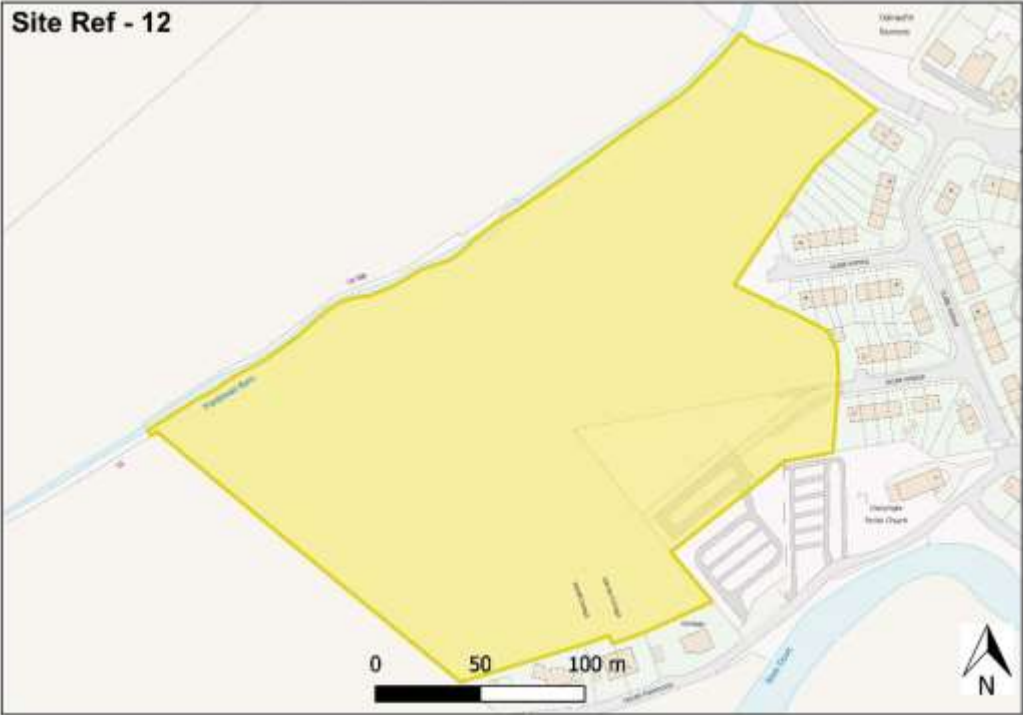
In overall terms, the environmental impacts are likely to be negative.

# Dalrymple



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	12	
Settlement	Dalrymple	
Address	Farm Road	
Description	The site is located to the west of Dalrymple, extending off of Church Street, Holmes Farm Road and Glebe Avenue. The site is within the Rural Diversification Area as identified within the EALDP (2017) and incorporate PROP 9. A planning application (05/1306/FL) was submitted for 20 residential dwellings and refused in 2012.	
OS Grid Ref	NS3514SE	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - 20 semi-detached affordable dwellings and 35 detached bungalows	
Site Size	5.3ha	
Land type	Greenfield	
Source of Site	Baby Hydro	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area; PROP 9 (Proposal)	
LDP Policies	OP1, OP2, ENV 7 (Sensitive Landscape Area), TC1, TC2, RE1, RE2, RE5, RES 2, RES 5, RES 6, RES 7, RES 8, RES 10, RES 12, RES 13, IND3, TOUR 1, TOUR 2, TOUR 3, Chapter 3. Placemaking, Chapter 6.3 Delivering Infrastructure, Chapter 6.4 Sustainable Waste Management, ENV 1, ENV 2, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13, ENV 14, Chapter 6.2 Promoting Sustainable Transport, 6.4 Sustainable Waste Management.	
Most Recent App	N/A	
Planning History	N/A	



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as “Lowland River Valleys – Ayrshire” (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. The development of this site, would constitute a moderate extension to the settlement of Crosshouse, having a detrimental impact on the landscape character of the location. The site is also contained within the Sensitive Landscape Area. As currently proposed, it is considered that there would be adverse landscape and visual effects, however, there may be potential for development on the lower slopes in the north east of the site following detailed assessment. In overall terms, impacts on landscape are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The development of the site would also result in the loss of important soil resources such as prime quality agricultural land including “Prime Quality”. The development would not result in the loss of carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts on soil are likely to have a negative, as a result of the loss of prime quality agricultural land, subject to potential mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is constrained by low-medium fluvial flood risk to the north-west by the River Doon and its tributaries. It is considered that the development of the site could result in increased fluvial flooding if appropriate measures are not in place. It is possible that flood risk could be alleviated and mitigated against through an appropriate layout and design, however, this cannot be determined at this stage. It is considered that the development will have negative impacts on the water environment, which could be manageable subject to further investigation. However, in overall impacts are considered to be negative.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. However, the site could be made accessible from a number of different locations: Church Street, Garden Street, Glebe Avenue and Holm Farm Road. An SPT bus route runs along the top of the site, this could be utilised, having positive impacts by increasing public transport connections. The site is also in close proximity to a core path or right of way network. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites. However, it is partially identified within the CSGN Acid Grassland Network extents. The development of this site would result in the removal of greenfield habitat. The site contributes to the green corridor, creating recreational spaces and habitat the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).



<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. However, the site could be made accessible from a number of different locations: Church Street, Garden Street, Glebe Avenue and Holm Farm Road. An SPT bus route runs along the top of the site, this could be utilised, having positive impacts by increasing public transport connections. The site is also in close proximity to a core path or right of way network. In terms of climate resilience, the site is significantly constrained by fluvial flood risk from the River Doon and its tributary, which could be proliferated by changes in climate, reducing resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to a B listed building (Parish Church) . The majority of the site is covered by an archaeological site/area, the development of which could have a detrimental impact on this feature. The site also borders Dalryple Conservation Area (Designated in November 1974), should an inappropriate design or layout be implemented, this could have a detrimental impact on the Conservation Area. The site is not located in close proximity to any gardens and designed landscape or scheduled monuments. As a precaution, the environmental impact is considered to be negative, but may be reduced subject to appropriate mitigation.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on population by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. However, the site could be made accessible from a number of different locations: Church Street, Garden Street, Glebe Avenue and Holm Farm Road. An SPT bus route runs along the top of the site, this could be utilised, having positive impacts by increasing public transport connections. The site is also in close proximity to a core path or right of way network. In terms of climate resilience, the site is significantly constrained by fluvial flood risk from the River Doon and its tributary, which could be proliferated by changes in climate, reducing resilience. In overall terms, it is considered that the development is likely to have positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area through the provision of additional residential units. However, the site could be made accessible from a number of different locations: Church Street, Garden Street, Glebe Avenue and Holm Farm Road. An SPT bus route runs along the top of the site, this could be utilised, having positive impacts by increasing public transport connections. The site is also in close proximity to a core path or right of way network. In terms of climate resilience, the site is significantly constrained by fluvial flood risk from the River Doon and its tributary, which could be proliferated by changes in climate, reducing resilience. The development of this site could have a detrimental impact on climate resilience, and in turn human health. In overall terms, it is considered that the development may have both positive and negative impacts on human health.

Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Positive/Negative	The allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Catrine, potentially increasing overall connectivity of place. This will have a significant positive and negative impact on material assets. The development of the site would also result in the loss of greenfield habitat, which can have recreational and open space benefits with regards to human health. This will have a significant positive and negative impact on material assets. Thus, it is considered to have negative impact on material assets.		
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
Soil	Non-calcareous gleys; Prime quality agricultural land of “Prime Quality”.	Coal Authority Risk Assessment - N/A	
		Prime Quality Agricultural Land - YES - Whole site -3(1)	
	Vacant and Derelict Land - NO	Contamination - NO	
Water	Flood risk: Fluvial flooding (low-moderate risk)		
Access	No significant access concerns.		
SNH comments	This site defines the southern edge of the settlement gateway to Dalrymple from the north/west along the B7034. The majority of the site is located out with the settlement boundary, however, we note that the south-eastern section is allocated in the current Local Development Plan for a potential extension to Dalrymple Cemetery. The site rises in its centre and is visible from the B7034 from the north.  As currently proposed, we consider that there would be adverse landscape and visual effects, however, there may be potential for development on the lower slopes in the north east of the site following detailed assessment. If allocated, proposals should ensure cohesion with existing development and provide active frontages onto the B7034. A landscape framework should be incorporated into the development design, ensuring a robust and defensible boundary along the south-western edge. There are also opportunities to contribute to the green/blue network, maximising on Purclewan Burn which bounds the site to the north-west.		
WWTW Capacity & Waste Water	Sufficient capacity for proposed numbers.		
Water supply	Sufficient capacity in current system.		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO	

## MIR Overall Recommendation

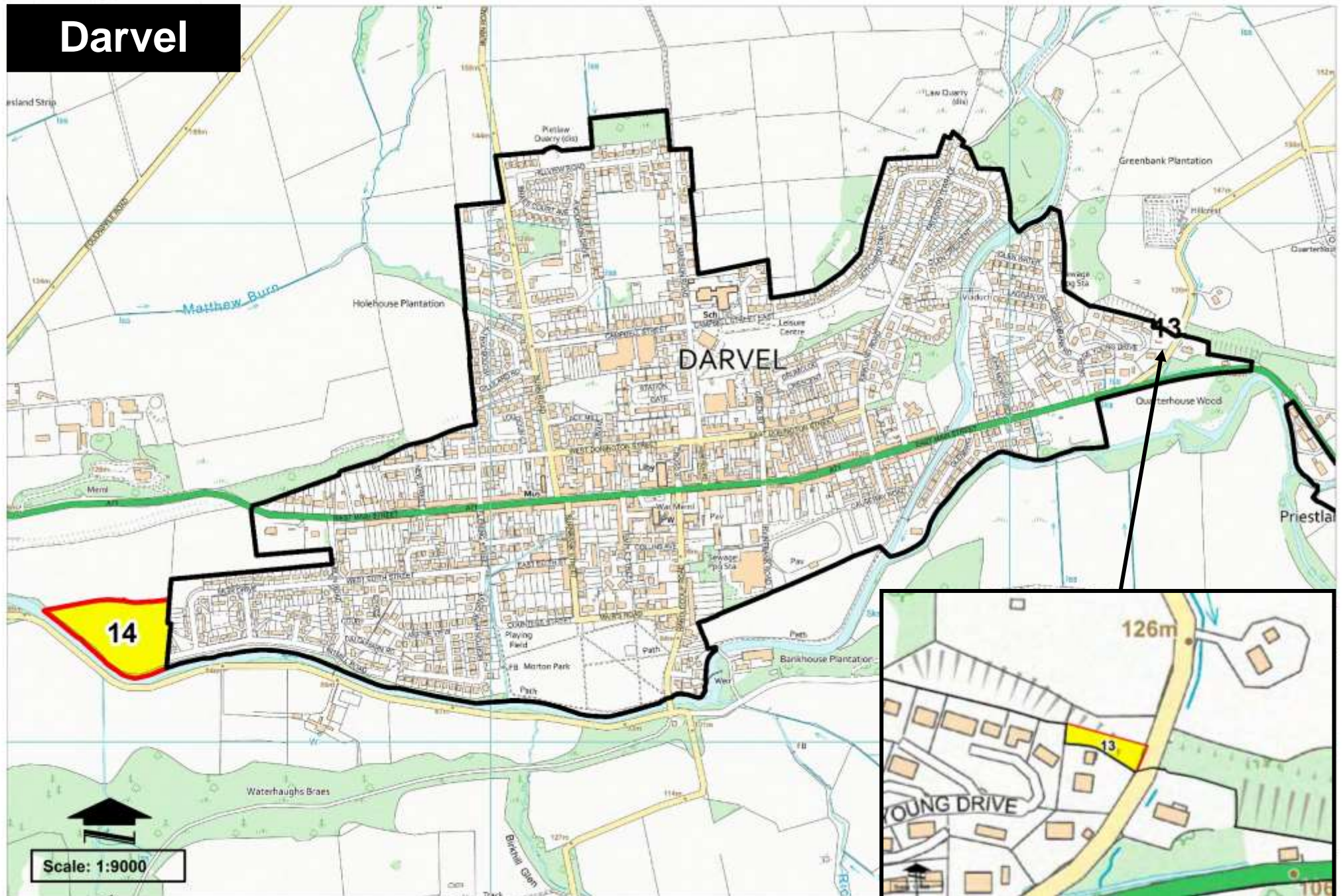
### Positive/Negative

The site is located to the west of Dalrymple. It is not allocated as a development opportunity within the EALDP (2017), however, PROP 9 is contained within it. The development of the site is likely to have negative environmental impacts, particularly on landscape, water and soil. The site is located within the Sensitive Landscape Area. Development would be required to be sensitive and considerate, with appropriate mitigation.

In accordance with SNH's comments, there would be adverse landscape and visual effects, however, there may be potential for development on the lower slopes in the north east of the site following detailed assessment.

In overall terms, the site is considered to have both positive and negative impacts, with potential climate resilience consequences.

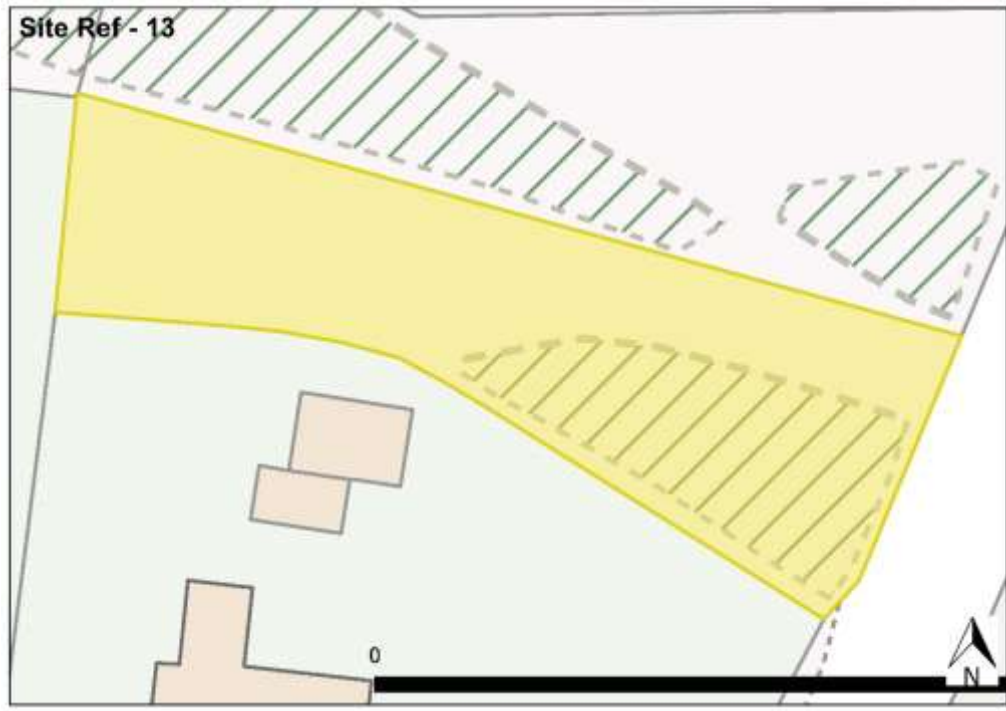
# Darvel



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	13	
Settlement	Darvel	
Address	N/A	
Description	The site in question is a brownfield site immediately out with the Darvel settlement boundary and formerly part of a railway line and embankment. The site is small and could only occupy a single unit. The site has a planning history relating to residential use (05/0942/FL; 12/0109/pp; 13/0010/PP), with all applications being refused.	
OS Grid Ref	NS5737NW	
Current Use	Greenfield, outside settlement boundary	
Proposed Use	Housing	
Use Description	Proposed realignment of settlement boundary and residential- 1 unit	
Site Size	0.1ha	
Land type	Brownfield	
Source of Site	Mhairi Shaw	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 3, IND 3, OP1, OP2, TOUR 1, TOUR 2, RE1, RE2, RE5, ENV 1, ENV 2, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13, ENV 14, RES 10, RES 12, RES 13	
Most Recent App	12/0751/PP Proposed dwelling	Withdrawn
Planning History	05/0942/FL - Refused, 10/0868/PPP - Refused, 12/0109/PP - Refused, 12/0751/PP - Refused	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The brownfield site is located immediately adjacent to the Darvel settlement boundary. Proposed development on the site has been refused a number of times previously due to development constituting an unacceptable extension of the settlement into the



	countryside. Although the site is somewhat concealed by topography and vegetation, it is considered that any new dwelling(s) would have an adverse landscape impact. In overall terms, landscape implications are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site is not subject to Potential Contamination Sources and there is no stated Coal Development Risk. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. As such, environmental Impact on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not subject either to surface or fluvial flood risk. Development of the site is unlikely to have any positive or negative impacts on the water environment. In overall terms, the impacts are considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on air quality by proliferating private car use. The site is located approximately 250m from a bus stop with services on the Kilmarnock to Priestland route and is approximately 1km from Darvel town centre, however, access to the site would be through a narrow, tortuous road subject to national speed limit with no dedicated pedestrian footpaths, and as such, is unlikely to be utilised. The impact of proposed development on overall air quality is considered to be adverse as it is considered that the inhabitants would rely solely on car travel.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites but does fall within an area of CSGN-defined Acid Grassland and Woodland networks. The development of this site is likely to result in the loss and/or fragmentation of these networks, which is contrary to the aims of the MIR. It is however a brownfield site and development could therefore potentially contribute positively to the creation of new amenity green space. However, due to the scale of the site, and the proposed single dwelling this is unlikely. In overall terms, environmental impacts are considered to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. Whilst the site is relatively close to a bus route and approximately 1km from Darvel town centre, access presents safety issues. In terms of climate resilience, the site is not subject to fluvial or pluvial flood risk. As such, its development is not likely to have a adverse impact on climate resilience. In overall terms, environmental impacts on climatic factors are likely to be negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not in close proximity to any historic built or natural environmental features that would be affected by development. As such, impacts are likely to be neutral.

Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Negative	Whilst the site is within walking distance public transport and Darvel town centre and its associated services, road access to the site would be via a narrow, tortuous road subject to national speed limit with no dedicated pedestrian footpaths. As such, it is unlikely to be utilised. The site is therefore not readily accessible on foot and it is likely inhabitants would rely on the car. In overall terms, environmental impacts on population are likely to be negative.	
Human Health	To promote improve health of the human population through the creation of good quality places with resilient and safe communities	
Negative	Road access to the site would be via a narrow, tortuous road subject to national speed limit with no dedicated pedestrian footpaths. The site is therefore not readily accessible on foot and it is likely inhabitants would rely on the car, having negative environmental impacts. The development is likely to exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health. In overall terms, the development of this site is likely to have negative impacts.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Diversification Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary and identify and allocate land within rural clusters to restrict the residential expansion of rural East Ayrshire. As such, the identification of this site would be contrary to this aim.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	N/A	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	Access is not considered to be sustainable. The site is safely accessible only by private car and public transport can only be reached via a dangerous and narrow road with no footpaths.	
SNH comments	This defines edge of settlement gateway to Darvel from the north. If allocated, development proposals should ensure that a robust and defensible settlement boundary treatment is provided to the north of the site.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed housing units.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

## MIR Overall Recommendation

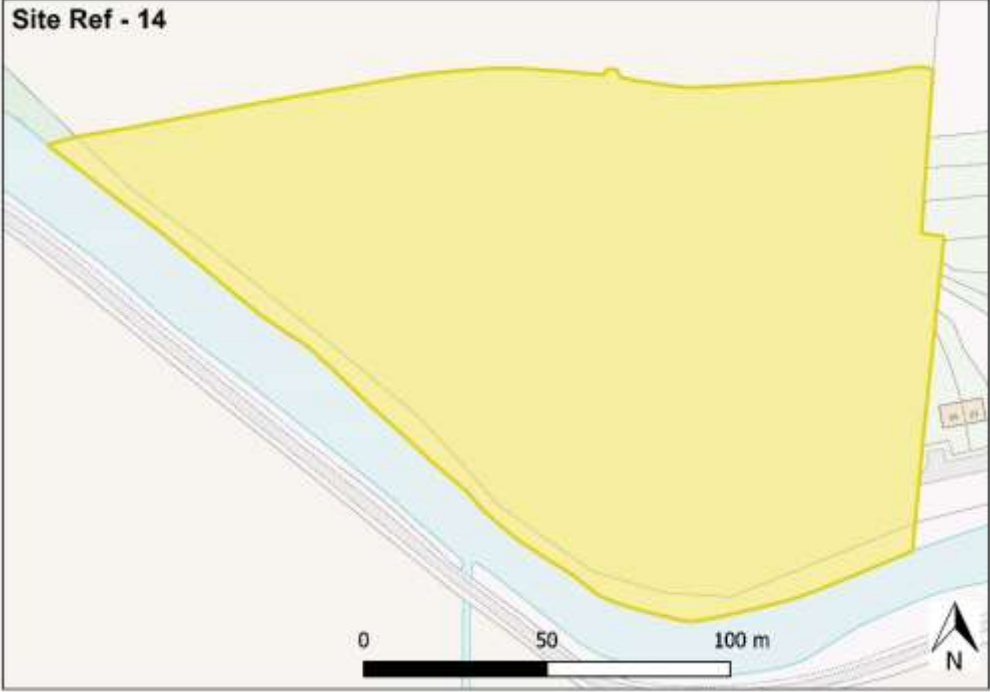
### Negative

Whilst Scottish Water has indicated that there is sufficient capacity within the local network to accommodate the single unit proposed, the site presents a number of problems in terms of landscape impact, extension of the settlement and access. Should the site be taken forward, the settlement boundary of Darvel would need to be altered to incorporate the site.

In accordance with SNH's comments, if allocated, development proposals should ensure that a robust and defensible settlement boundary treatment is provided to the north of the site.

However, in overall terms, environmental impacts are likely to be negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	14	
Settlement	Darvel	
Address	Land west of Darvel	
Description	The site in question is a greenfield site immediately out with the Darvel settlement boundary. The site is adjacent to the River Irvine. The site has no planning history and is not allocated within the EALDO (2017).	
OS Grid Ref	NS5537SW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential	
Site Size	2.4ha	
Land type	Greenfield	
Source of Site	Mary Callan	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The development on the site would constitute a significant linear extension to Darvel, would erode the rural setting of the town and could result in the coalescence of Darvel and Newmilns, having significant negative landscape implications. In overall terms, environmental impacts on the landscape are likely to be significant and negative.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site is not subject to Potential Contamination Sources and there is no stated Coal Development Risk. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, the environmental impact on soils is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	A substantial proportion of the southern extent of the site is subject to low-high fluvial flood risk from the River Irvine. Whilst other parts of the site are at a slightly higher elevation above the floodplain and therefore at a reduced risk, it is likely that the majority of the site would not be developable. Development of the site would potentially risk incurring additional flood risk further downstream. As such, development of the site is likely to have a negative environmental impact on flood risk, and as such, the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The site has strong existing public transport connections as it is in relatively close to a bus route (and associated stops), having a positive environmental impact. The site is also only 1km from Darvel town centre, enabling access to opportunities, facilities and services. However, it is considered that pedestrian access presents safety issues. The development of the site is likely to have negative impacts on air quality through the proliferation of private car use as a result of the increase in population through the provision of additional residential units. In overall terms, environmental impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites but does fall within an area of Central Scotland Green Network's (CSGN) Woodland network. It is noted that the site contained woodland around its borders, but the centre of the site is grassed. The removal of this woodland network is likely to result in the loss and/or fragmentation of this network which is of value to the CSGN and contrary to the objectives of the MIR and SEA. The site contributes to the green corridor, creating recreational spaces and habitat the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</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 this site is likely to have negative impacts on air quality by proliferating private car use as a result of the increased residential population through the provision of additional units. The presumed site entrance (south-eastern most corner) is located approximately 450m by footpath from a bus stop with services on the Kilmarnock to Priestland route and is approximately 800m from Darvel town centre by footpath. It is presumed that potential residents might use these relatively safe routes whilst others will travel by private car. In terms of climate resilience, the site is substantially constrained by fluvial flood risk which could



	have detrimental impacts on the climate resilience of Darvel and East Ayrshire. This could be exacerbated by changes in climate. It is therefore considered that the impact of proposed development on overall air quality would be positive/negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes or archaeological sites/areas. Environmental impacts are therefore likely to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	The presumed site entrance (south-easternmost corner) is located approximately 450m by footpath from a bus stop with services on the Kilmarnock to Priestland route and is approximately 800m from Darvel town centre by footpath. It is therefore considered to be relatively accessible, within opportunities to integrate with and increase the provision of active travel networks (core paths, rights of way) within the settlement of Darvel, having a positive environmental impact on population. Development would take place immediately adjacent to existing dwellings. In overall terms, environmental impacts on population are likely to be positive.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Whilst development would to some extent proliferate private car use and have a detrimental impact on air quality, and in turn, human health, the presumed site entrance (south-easternmost corner) is located approximately 450m by footpath from a bus stop with services on the Kilmarnock to Priestland route and is approximately 800m from Darvel town centre by footpath. It is therefore considered to be relatively accessible, within opportunities to integrate with and increase the provision of active travel networks (core paths, rights of way) within the settlement of Darvel, having a positive environmental impact on human health. The site is therefore likely to have both positive and negative impacts in terms of human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Darvel, potentially increasing overall connectivity of place. In terms of climate resilience, the site is substantially constrained by fluvial flood risk which could have detrimental impacts on the climate resilience of Darvel and East Ayrshire. This could be exacerbated by changes in climate, which could in turn have significant negative implications for material assets. In overall terms, environmental impacts of the development of this site on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	N/A	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO

<b>Water</b>	Substantial fluvial flood constraint.	
<b>Access</b>	N/A	
<b>SNH comments</b>	This site is located west of Darvel, out with the settlement boundary, Development here would be a significant linear extension to Darvel and would set a precedent for future development west along the River Irvine as well as northwards, incrementally eroding the rural setting with the potential to result in the coalescence of Darvel and Newmilns. A robust and defensible boundary should be created at the northern end of the site should it be allocated. There is also semi-natural woodland along the southern and western edges which should be retained should the site be allocated. If allocated, the informal riverside path should be incorporated into the design of the development.	
<b>Historic Environment Scotland (HES) comments</b>	The site is adjacent to GDL00252 Lanfine. If take forward, mitigation should ensure that development is not visible in views from house and core of the Garden and Designed Landscape.	
<b>WWTW Capacity &amp; Waste Water</b>	There is a large diameter sewer infrastructure which crosses through the centre of the proposed site and around the proposed area. Early engagement with Scottish Water's Asset Impact team is essential to determine stand off distances which may impact the site viability.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>The site would constitute a significant extension to Darvel's settlement boundary, setting an unacceptable future precedent for future development along the River Irvine. Whilst the site in question is located within reasonable walking distance of services in Darvel town centre and a bus route to Kilmaronock, the possibility of fluvial flooding is to such an extent that a majority of the area would not be developable. The development of the site is likely to have significant detrimental impacts on future and existing climate resilience.</p> <p>If allocated, SNH state that a robust and defensible boundary should be created at the northern end of the site should it be allocated, the semi-natural woodland along the southern and western edges which should be retained and the informal riverside path should be incorporated into the design of the development. According to HES, appropriate mitigation would be required to ensure that the development is not visible from the House or Garden and Designed Landscape.</p> <p>In overall terms, the environmental impacts of the development of this site is likely to be negative.</p>	

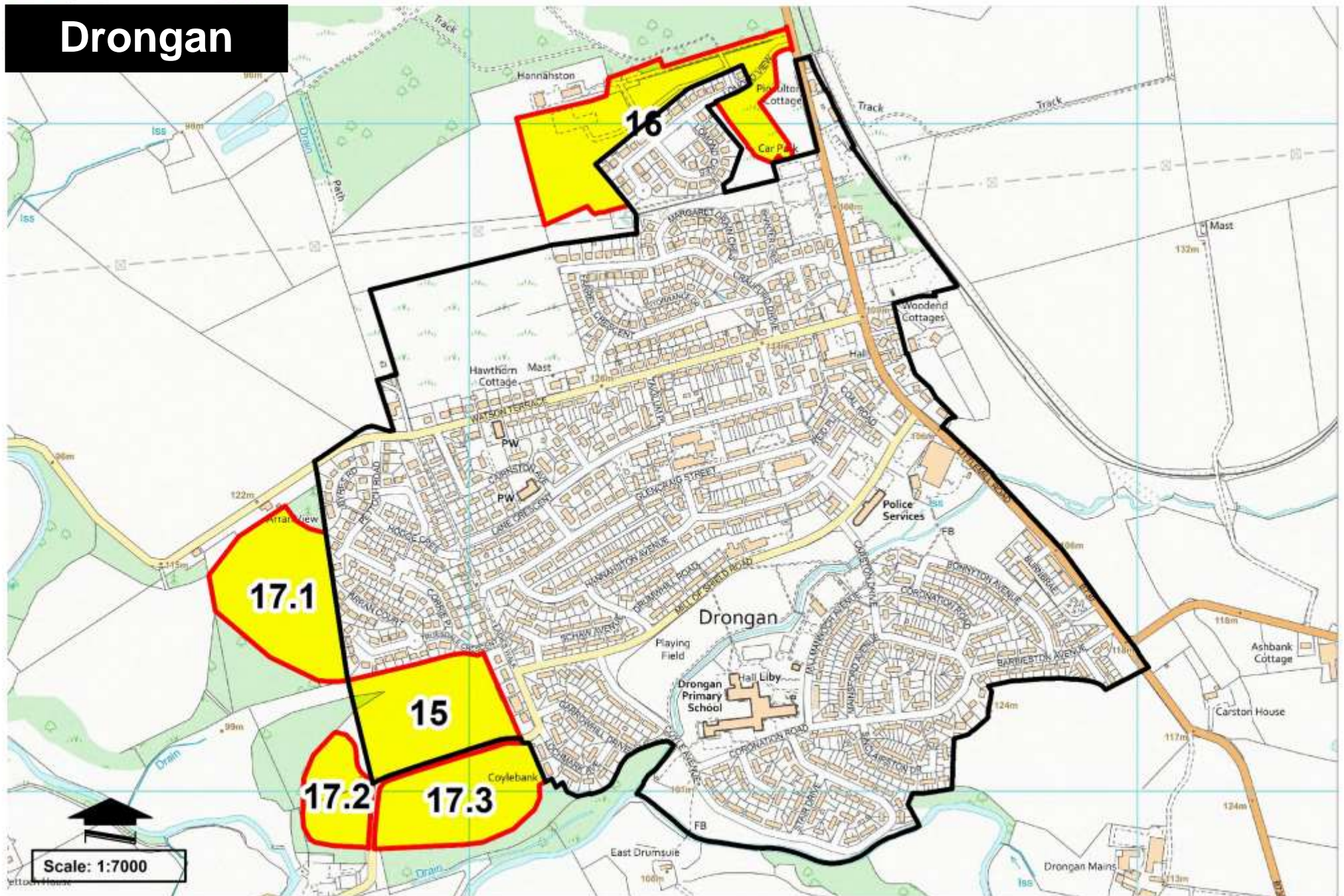


**Site 14: Land West of Darvel**



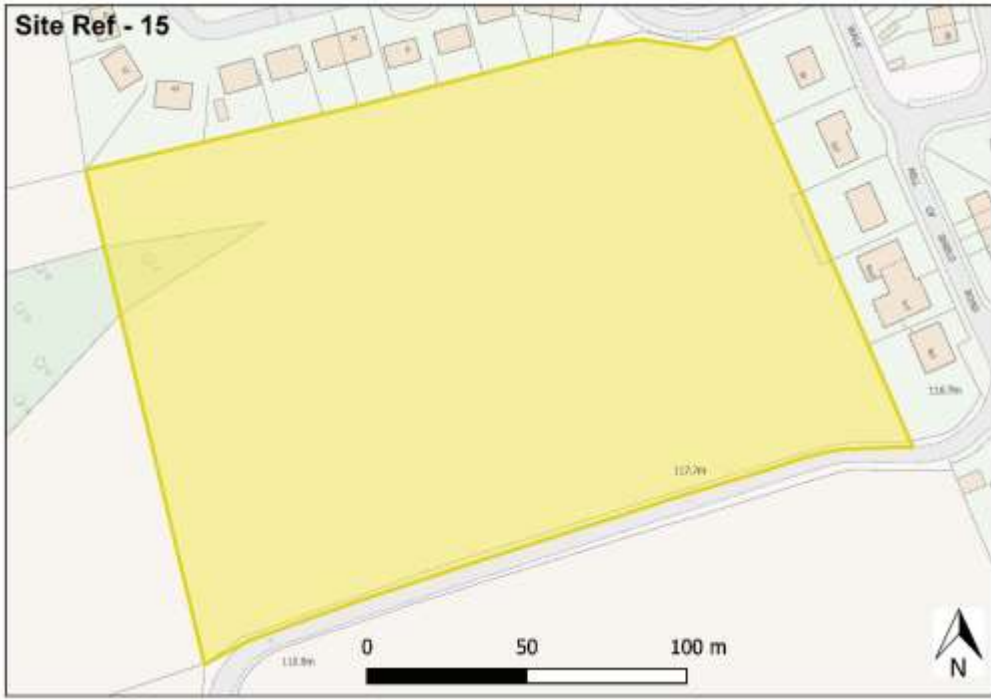


# Drongan



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	15	
Settlement	Drongan	
Address	Mill O' Shield Road	
Description	The site is located to the west of Drongan and is currently allocated as a housing opportunity site in the EALDP (2017). The site is bounded by residential dwellings to the north and east of this sites extents. The site has a live planning application for the erection of 52 dwellinghouses (07/0075/FL), which is pending consideration.	
OS Grid Ref	NS4318SE	
Current Use	Designated residential site	
Proposed Use	<b>Housing</b>	
Use Description	Residential - Continue as a residential site	
Site Size	3.2ha	
Land type	<b>Greenfield</b>	
Source of Site	McInally Associates, 16 Robertson Street, Glasgow, G2 8DS	
Outside Settlement	No	
Allocations/Props	273H	
LDP Policies	RES 1, RES 2, RES 3, RES 5, RES 6, RS 8, RES 9, RES 10, RES 12, RES 11, RES 13, INF 4, IND 3, TOUR 1, TOUR 2, TOUR 3, TC2, TC3, OP1 ,OP2, RE1, RE2, RE5, ENV1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13 and ENV14.	
Most Recent App	07/0075/FL Erection of 52 Dwellinghouses	
Planning History	07/0075/FL- Pending	Pending Consideration



## Strategic Environmental Assessment (SEA) Pro forma

<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 west of Drongan. 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 large and visually prominent site in Drongan. It is not considered that this site has notable landscape value, or would significantly alter the landscape character of Drongan. However, it is noted that the site may have significant landscape impacts should PIP Site 31 also be carried forward within LDP2. In overall terms, impacts as a result are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site contains non-calcareous gleys and brown earth with mineral alluvial soils. The site does not contain any contaminated or land. Development of the site would not result in the loss of important soil resources such as carbon rich soils and peatland, intermediate or raised bogs. However, the site is located within the Coal Authority's Development Low Risk Area. Development of the site would result in the loss of prime quality agricultural land, classified as "prime quality", having a potentially adverse impact on soil. In overall terms, environmental impacts are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk, with no areas identified within the 1 in 200 year flood area. Impacts are therefore considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of up to 60 additional units. However, the site is accessible, within a walkable distance of Drongan's main street and an SPT bus route (with associated stops), which are only 180 yards from the site. A core path runs parallel to the southern extent of the site. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development is likely to have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. In overall terms, environmental impacts are likely to be negative, 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).

<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use which will in turn have a detrimental impact on greenhouse gas emissions targets. However, the site is accessible and in close proximity to public transport networks and active travel networks, which is likely to have a positive impact in climatic factors, reducing GHG emissions if utilised. In terms of climate resilience, the development of the site would result in the removal of greenbelt habitat, having a detrimental impact. However, the site is not a risk from fluvial and pluvial flood risk and as such, its development is unlikely to have a detrimental impact on climate resilience. In overall terms, environmental impacts are likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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 site is in relatively close proximity to an archaeological site/area, however, it is not considered that it would detrimentally affect the setting of this, due to the woodland buffer between the two. The impacts are therefore 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>Positive</b>	The site is in close proximity to a number of Rights of Way, however, these do not form a network and are not connected. The site is within a walkable distance to Drongan's main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan's centre and its accessibility. The site is located in close proximity to an SPT bus route (and associated bus stops), enabling access to services. The site is not constrained by flood risk. In overall terms, environmental impacts on population are likely to be positive.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a number of rights of ways and a core path runs parallel to the southern extent of the site. The site is within a walkable distance of Drongan's main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan's centre and its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on human health.
<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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Drongan, potentially increasing overall connectivity of place. In overall terms, this is likely to have a significant positive and negative impact on material assets.

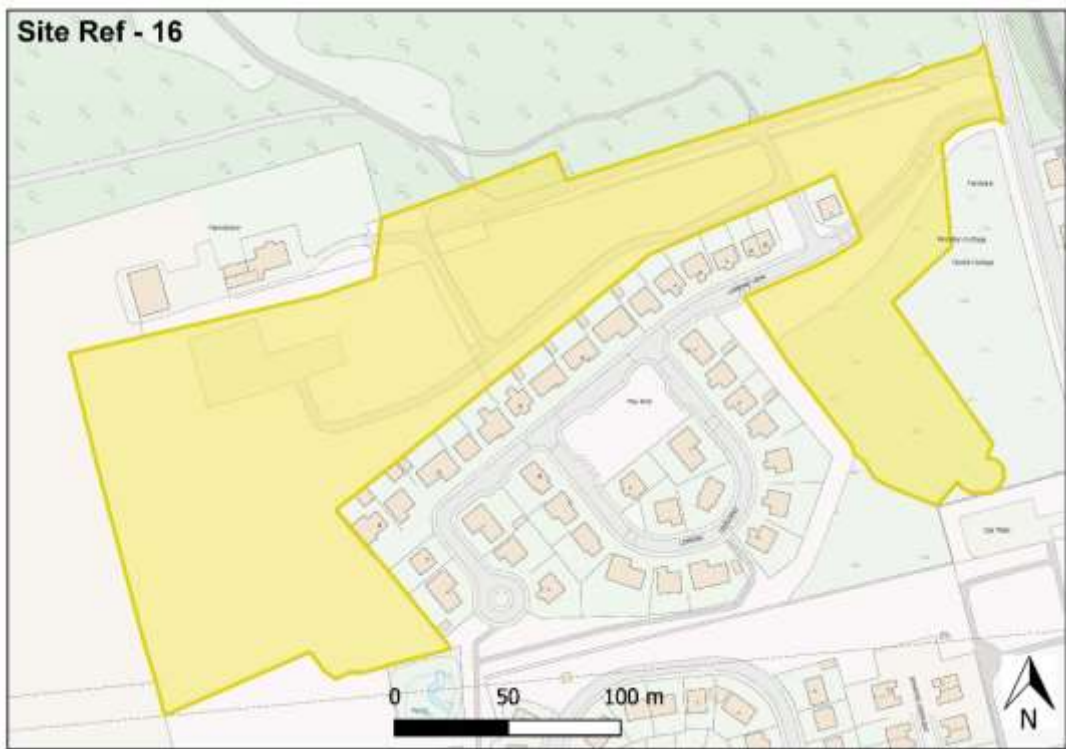
## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

<b>Soil</b>	Coal Authority's Development Low Risk Area; Prime Quality Agricultural Land	<b>Coal Authority Risk Assessment - LOW-RISK</b>
	<b>Vacant and Derelict Land - NO</b>	<b>Prime Quality Agricultural Land - YES - Prime quality agricultural land- 3(1)</b>
		<b>Contamination - NO</b>
<b>Water</b>	No flood constraints.	
<b>Access</b>	No significant access concerns.	
<b>SNH comments</b>	This is a large and prominent site which rises to the east of the site. The site defines the western settlement edge of Drognan from the west and currently lacks a landscape framework. Development proposals should provide a robust landscape framework with a defensible settlement edge. Consideration should be given to the scale and layout of development to ensure there are no adverse landscape or visual impacts. Housing should have a positive interface with the country road to the south of the site as well as with existing development to the north and east. There is potential for development of this site to have significant cumulative landscape and visual impacts in conjunction with Site 31.	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project required for Drognan WWTW and early engagement with Scottish Water is strongly recommended. If all of the proposed sites in Drognan are allocated in the LDP, Scottish Water would look to carry out a Strategic Drainage Impact Assessment to assess the cumulative impact of these developments on the local network. This will determine if any developer led and funded mitigation would be required to enable the sites to be delivered.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 YES</b>		<b>Homes for Scotland (HfS) Member NO</b>

## MIR Overall Recommendation

<b>Positive/Negative</b>	The site has potential to be made deliverable, there are no significant access concerns, with two potential points of entry into the site. The site is constrained by its potential significant detrimental impacts on soil and biodiversity. There is potential for the site to have both positive and negative impacts on air quality, climatic factors, human health and material assets.
	As outlined within SNH's comments, the development proposals should provide a robust landscape framework with a defensible settlement edge. Consideration should be given to the scale and layout of development to ensure there are no adverse landscape or visual impacts. SNH also not that there may be cumulative landscape impacts should PIP site 31 be taken forward also. This should be considered in more detail at the proposed plan stage. Should the site be taken forward, the settlement boundary of Drognan would need to be altered to incorporate the site.
	In overall terms, the development of the site is likely to have both positive and negative impacts.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	16	
Settlement	Droangan	
Address	Martnaham Way	
Description	The site is located to the north of Droangan and is out with the settlement boundary. The site surrounds a residential cul-de-sac (Lomond Crescent). To the west and east of the site are large areas of woodland network. The site has a significant planning history relating to the proposed use.	
OS Grid Ref	NS4419SW	
Current Use	Greenfield	
Proposed Use	Housing	
Use Description	Residential	
Site Size	4.4ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	RES 1, RES 2, RES 3, RES 5, RES 6, RS 8, RES 9, RES 10, RES 12, RES 11, RES 13, INF 4, IND 3, TOUR 1, TOUR 2, TOUR 3, TC2, TC3, OP1 ,OP2, RE1, RE2, RE5, ENV1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13 and ENV14.	
Most Recent App Planning History	19/0838/AN Prior Notification for Farm-related Building Works (Non-residential)	
	Permitted Development	
	97/0323/FL - Approved with Conditions, 01/0502/OL - Approved with Conditions, 04/0978/RM - Approved with Conditions, 05/0357/FL - Approved with Conditions, 06/0415/FL - Withdrawn, 14/0494/AN - Approved, 19/0838/AN - Permitted Development	

## Strategic Environmental Assessment (SEA) Pro forma

<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 north of Drongan. The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. This is a prominent site within Drongan, which represents the northern settlement edge. As a result, it is considered that the development is likely to have negative impacts on the landscape setting of Drongan.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The site contains non-calcareous gleys and hosts two inferred coal seams. The site also contains an area of contaminated land to the north-east of its extent. 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. However, the site is also almost entirely contained within the Coal Authority's Development High Risk Area, with small area of Low risk. The development of the site would not result in the loss of important soil resources such as carbon rich and peatland as well as raised/intermediate bogs. In overall terms, the development is likely to have both positive and negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is not at risk from fluvial flooding, as identified within SEPA's 1 in 200 flood risk maps. However, the site has a small area of low to high surface water risk to the south-west. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. In overall terms, it is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be both negative as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of up to 89 additional units. It is noted that the site is relatively accessible, located off of the B730 and Lomond View. A core path runs parallel to the northern extent of the site. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites, however, part of the site (to the north-west and north-east) form part of Central Scotland Green Networks (CSGN) woodland network and acid grassland network. The development of the site would result in the partial loss of these habitats. The development of this site would result in the removal of greenbelt habitat.



	The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. In overall terms, it is likely to have negative impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use, and in turn, greenhouse gas emissions. However, the site is accessible and in close proximity to public transport networks and active travel networks, which is likely to have a positive impact in climatic factors, reducing GHG emissions if utilised. In terms of climate resilience, the development of the site would result in the removal of greenbelt habitat, having a detrimental impact. However, the site is not a risk from fluvial and only a small area of the site is at risk from pluvial flood risk and as such, its development is unlikely to have a detrimental impact on climate resilience. In overall terms, it is likely that the development will have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or archaeological areas/sites. However, the site is contained within a Non-Inventory Garden and Designed Landscape, these are not of national importance but of local importance. In overall terms, the development is likely to have a negative impact on cultural heritage.
<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 site is connected to an existing core path network, as well as an active travel network. The site is within a walkable distance to Drongan's main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan's centre and its accessibility. An SPT bus route (and associated bus stops) run parallel to the site, enabling access to services. The site is not constrained by fluvial flood risk. Development may give rise to increase light, noise and air population which would have a significant negative environmental impact on population. In overall terms, impacts are likely to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a rights of ways and a core path network. The site is within a walkable distance of Drongan's main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan's centre and its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on health. Development may give rise to increased light, noise and air population which would have a significant negative environmental impact on population. In overall terms, impacts are considered to be 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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Drongan, potentially increasing overall connectivity of place. The settlement of Drongan is classed as being open space deficient, not meeting the 150m from door to space requirement. The removal of the land would exacerbate this issues. In overall terms, environmental impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Contaminated land; Coal Authority Development High Risk; Coal Authority Development Low Risk.	Coal Authority Risk Assessment - <b>HIGH-RISK</b>
	Vacant and Derelict Land - YES- part of the site is designated as V&D land (6137)	Prime Quality Agricultural Land - <b>NO</b> Contamination - <b>NO</b>
Water	Low to high surface water flood risk (small area).	
Access	No significant access concerns.	
SNH comments	This is a rising and prominent site which presents the western settlement edge of Drongan along the B730 from the north. Appears to be partially brownfield. Development would have adverse landscape and visual impacts, particularly from the B730 from the south. Proposals should provide an effective landscape framework, enhancing the settlement gateway. Development of this site would set a precedent for further development to the west/south-west. Should this site be developed, there is an opportunity to create active travel links to the settlement as well as to the woodlands to the north of the site.	
WWTW Capacity & Waste Water	Growth project required for Drognan WWTW and early engagement with Scottish Water is strongly recommended. If all of the proposed sites in Drognan are allocated in the LDP, Scottish Water would look to carry out a Strategic Drainage Impact Assessment to assess the cumulative impact of these developments on the local network. Water and waste water infrastructure runs through the site.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (Hfs) Member <b>NO</b>
MIR Overall Recommendation		
Positive/Negative	The site has potential to be made deliverable, there are no significant access concerns, with two potential points of entry into the site. The site is constrained by its potential significant detrimental impacts on landscape, soil and biodiversity. There is potential for the site to have both positive and negative impacts on air quality, climatic factors, human health and material assets.	
	As outlined within SNH’s comments, the development would have adverse landscape and visual impacts, particularly from the B730 from the south. Proposals should provide an effective landscape framework, enhancing the settlement gateway. This should be considered in more detail. Should the site be taken forward, the settlement boundary of Drongan would need to be altered to incorporate the site.	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref

Settlement

Address

Description

17.1

Droangan

Land at Water of Coyle

The site is located to the west of Droangan. The site is surrounded by woodland to the west and residential dwellings to the east. There is no planning history to the site. The site is contained within the Rural Diversification Area, as identified within the EALDP (2017).

OS Grid Ref

NS4318SE

Current Use

Agricultural land

Proposed Use

Housing

Use Description

Residential - Designated the remaining site for residential

Site Size

3.5ha

Land type

Greenfield

Source of Site

Hope Homes

Outside Settlement

Yes

Allocations/Props

Rural Diversification Area

LDP Policies

RES 1, RES 2, RES 3, RES 5, RES 6, RS 8, RES 9, RES 10, RES 12, RES 11, RES 13, INF 4, IND 3, TOUR 1, TOUR 2, TOUR 3, TC2, TC3, OP1 ,OP2, RE1, RE2, RE5, ENV1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13 and ENV14.

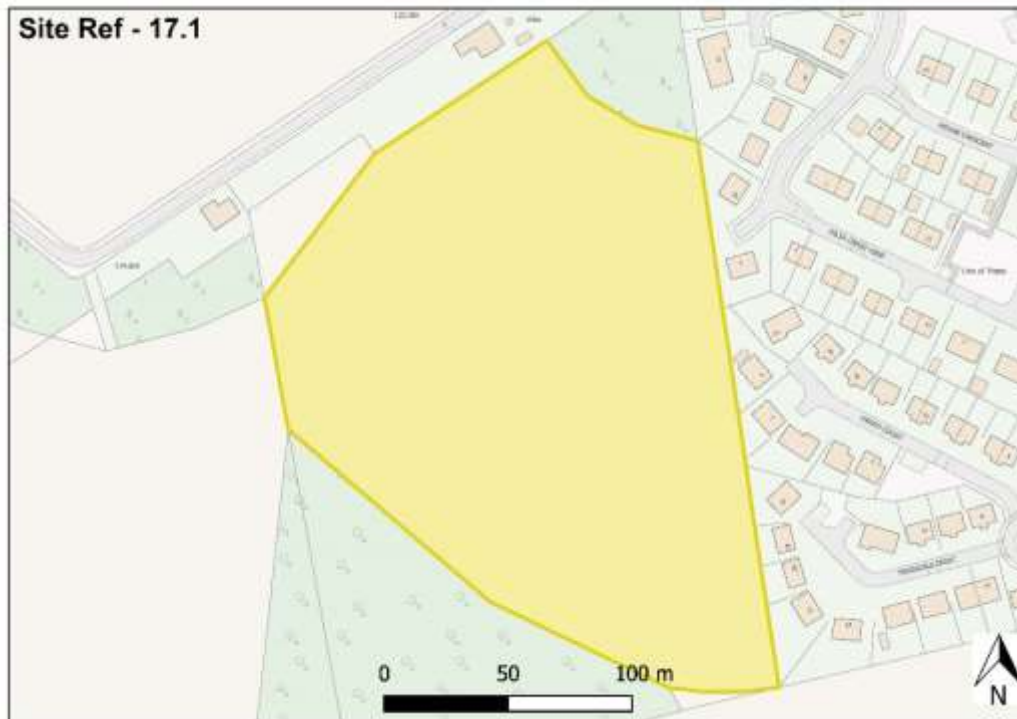
Most Recent App

N/A

Planning History

N/A

Site Ref - 17.1



## Strategic Environmental Assessment (SEA) Pro forma

Landscape

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

Negative

The site is located to the west of Droangan. The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which

	conflict with the rural character and presence of heavy traffic. This is a prominent site within Drongan, which represents the established western settlement edge. The site is contained within CSGN's woodland network. As a result, it is considered that the development is likely to have negative impacts on the landscape setting of Drongan.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site contains non-calcareous gleys and hosts an inferred coal seams through its centre. The site is fund within the Coal Authority's Development High Risk and Low Risk areas. The development of the site would result in the removal of "locally important good quality" prime quality agricultural land, having a negative impact. However, the development of the site would not result in the loss of important soil resources such as carbon rich and peatland as well as raised/intermediate bogs. In overall terms, the development is likely to have negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is not at risk from fluvial flooding, as identified within SEPA's 1 in 200 flood risk maps. However, the site has a very small area of low to medium surface water risk to the south. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. In overall terms, it is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be both negative as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of up to 60 additional units. It is noted that the site is relatively accessible, located off of the U741 and Pettoch Road. A core path runs parallel to the northern extent of the site, this extends from Drongan to Barbieston Circular. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated nature conservation sites, however, a significant portion of the site (to the north-west) form part of Central Scotland Green Networks (CSGN) woodland network. The development of the site would result in the further fragmentation of these sites. The development of this site would result in the removal of greenbelt habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use, and in turn, greenhouse gas emissions. However, the site is accessible and in close active travel networks, which is likely to have a positive impact in climatic factors, reducing GHG emissions if utilised. In terms of climate resilience, the development of the site would result in the

	removal of greenbelt habitat, having a detrimental impact. However, the site is not at risk from fluvial and only a small area of the site is at low risk from pluvial flood risk and as such, its development is unlikely to have a detrimental impact on climate resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or archaeological areas/sites. However, the site is in close proximity to a Non-Inventory Garden and Designed Landscape (Drongan), these are not of national importance but of local importance. The development is likely to have a negative impact on this asset if an inappropriate design and layout is adopted. In overall terms, environmental impacts on cultural heritage are considered to be negative. Negative impacts could be reduced, subject to appropriate mitigation.
<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 site is connected to an existing core path network and active travel network. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongans centre and its accessibility. There is opportunity to integrate the site with existing public transport mechanisms. Development may give rise to increase light, noise and air pollution which would have a significant negative environmental impact on population. In overall terms, impacts are likely to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a rights of way and core path networks. The site is within a walkable distance of Drongans main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongans centre and its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on health. Development may give rise to increase light, noise and air pollution which would have a significant negative environmental impact on population. In overall terms, impacts are considered to be 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 allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Drongan, potentially increasing overall connectivity of place. This will have a significant positive and negative impact on material assets. The settlement of Drongan is classed as being open space deficient, not meeting the 150m from door to space requirement. The removal of the land would exacerbate this issues. In overall terms, environmental impacts are likely to be both negative and positive.



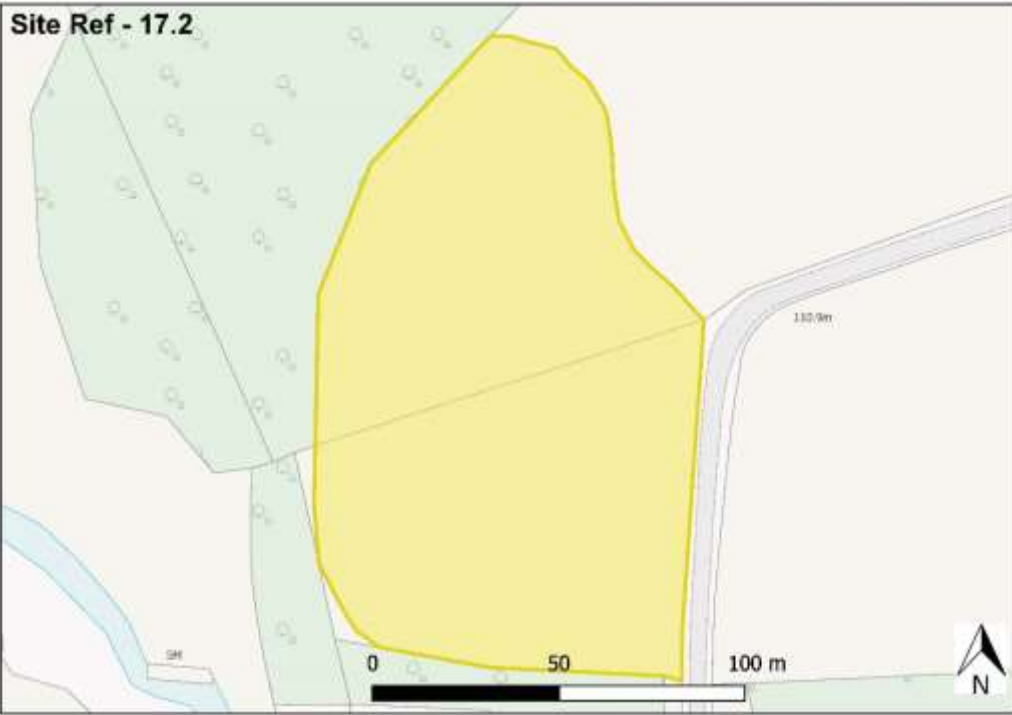
## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

<b>Soil</b>	Coal Authority's Development High Risk; Coal Authority's Development Low Risk areas; "Locally important good quality" agricultural land.	<b>Coal Authority Risk Assessment - LOW-RISK</b>
	<b>Vacant and Derelict Land - NO</b>	<b>Prime Quality Agricultural Land - YES - Prime quality agricultural land- 3(1)</b>
		<b>Contamination - NO</b>
<b>Water</b>	A small area of low to medium surface water risk to the south.	
<b>Access</b>	There are no significant access concerns.	
<b>SNH comments</b>	<p>This site includes three pockets which are on prominent, rising land. The development of these sites would present a significant extension of the urban setting of Droghda, particularly in conjunction with Site 28 which could result in significant cumulative landscape and visual impacts. The two southern pockets define the settlement edge of Droghda from the south. These 'pockets' slope steeply and would have significant adverse visual impacts from the road, eroding the rural setting. The northern pocket is sloping and would have significant adverse landscape and visual impacts.</p> <p>We consider that development of this site would have significant adverse impact, however, there may be some capacity for development in the south-eastern pocket in the north-eastern corner following detailed assessment.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project is required for Droghda WWTW. If all of the proposed sites in Droghda are allocated in LDP, Scottish Water would look to carry out a Strategic Drainage Impact Assessment to assess the cumulative impacts of these developments on the local network. Mitigation may be required and funding sought. Sewer infrastructure crosses through the southern section of the site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>

## MIR Overall Recommendation

<b>Positive/Negative</b>	The site has potential to be made deliverable, there are no significant access concerns. The site is constrained by its potential significant detrimental impacts on landscape, soil, biodiversity and cultural heritage. There is potential for the site to have both positive and negative impacts on air quality, climatic factors, human health and material assets.
	As outlined within SNH's comments, the development of these sites (31.1, 31.2, 31.3 and 28) cumulatively erode the rural landscape. The northern pocket is sloping and would have significant adverse landscape and visual impacts. However, SNH considered that there is some capacity for development following detailed assessment. Should the site be taken forward, the settlement boundary of Droghda would need to be extended to incorporate the site.
	In overall terms, impacts are likely to be both positive and negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	17.2	
Settlement	Drongan	
Address	Land at Water of Coyle	
Description	The site is located to the south-west of Drongan, to the west of PIP sites 31.3 and 28. The site alone, is not considered to be sustainably located as a result. The site is partially located within woodland. There is no planning history to the site. The site is contained within the Rural Diversification Area, as identified within the EALDP (2017).	
OS Grid Ref	NS4318SE	
Current Use	Agricultural land	
Proposed Use	<b>Housing</b>	
Use Description	Residential - Designated the remaining site for residential	
Site Size	1.4ha	
Land type	<b>Greenfield</b>	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	RES 1, RES 2, RES 3, RES 5, RES 6, RS 8, RES 9, RES 10, RES 12, RES 11, RES 13, INF 4, IND 3, TOUR 1, TOUR 2, TOUR 3, TC2, TC3, OP1 ,OP2, RE1, RE2, RE5, ENV1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13 and ENV14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	To protect, and where appropriate, restore landscape, local distinctiveness and areas of value
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<b>Negative</b>	The site is located to the west of Drongan. The site is classified “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. The site is considered to be prominent due to its sloping nature, and cumulatively alongside PIP sites 31.1, 31.2 and 28, this would constitute a significant extension to the settlement of Drongan. The site is contained within CSGN’s woodland network. The development of the site would have a significant detrimental impact on the Special Landscape Area, which is not considered to be acceptable. As a result, it is considered that the development is likely to have negative impacts on the landscape setting of Drongan.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site contains non-calcareous gleys and brown earths with mineral alluvial soils. The site is found within the Coal Authority’s Development Low Risk Area, having potentially detrimental impacts. The development of the site would also result in the loss of “prime quality” agricultural land. The site is contained within an archaeological site/area. However, the development of the site would not result in the loss of important soil resources such as carbon rich and peatland as well as raised/intermediate bogs. In overall terms, the development is likely to have negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. Impacts of the development on the water environment are therefore considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of up to 60 additional units. The development of site 31.2 alone is not considered to be sustainably located as it is separated from the settlement by greenbelt (site 31.3). However, a core path extends along the southern extents of the site. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is contained within East Ayrshire’s “Special Landscape Area”. The development of which would have a significant negative impact on this designation. A significant portion of the site (to the north-west) form part of Central Scotland Green Networks (CSGN) woodland network. The development of the site would result in the further fragmentation of these sites. The development of this site would result in the removal of greenbelt habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use, and in turn, greenhouse gas emissions. The site alone, is not considered to be sustainably located given the distance from the settlement boundary.

	However, the site has active travel connections, having a positive impact in the reduction of greenhouse gas emissions. In terms of climate resilience, the development of the site would result in the removal of greenbelt habitat, having a detrimental impact. However, the site is not at risk from fluvial or pluvial flood risk and as such, its development is unlikely to have a detrimental impact on climate resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</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. However, the site is in close proximity to an archaeological site/area. The development of the site could have a detrimental impact on this asset. As a precaution, environmental impacts are considered to be negative. This could be reduced, subject to further investigation and appropriate mitigation.
<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 site is connected to an existing core path network and active travel network. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan's centre and its accessibility. However, the site is not considered to be sustainably located. There is opportunities to integrate the site with existing public transport mechanisms. Development may give rise to increase light, noise and air population which would have a significant negative environmental impact on population. In overall terms, impacts are likely to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a core path network. There is potential for the development of this site to contribute towards this SEA objective, increasing connectivity. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on health. Development may give rise to increase light, noise and air population which would have a significant negative environmental impact on population. In overall terms, environmental impacts are likely to be 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 not considered to be sustainably located. The allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Drongan, potentially increasing overall connectivity of place. This will have a significant positive and negative impact on material assets. The settlement of Drongan is classed as being open space deficient, not meeting the 150m from door to space requirement. The removal of the land would exacerbate this issues. In overall terms, the impacts are likely to be both negative and positive.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

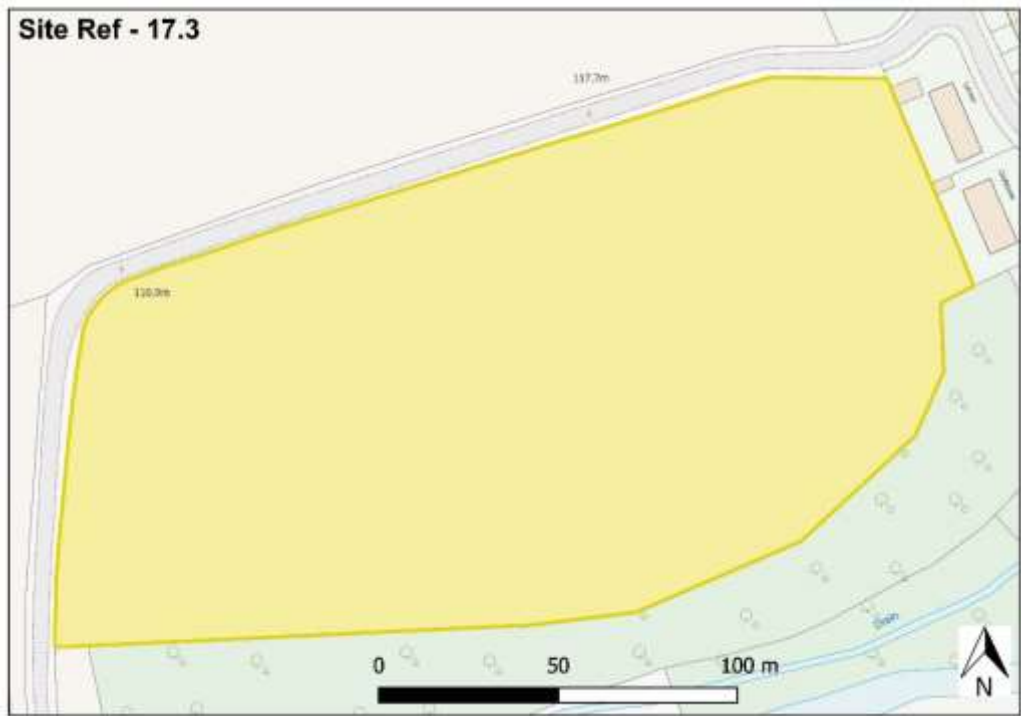
<b>Soil</b>	Coal Authority's Development Low Risk Area; "Prime quality" agricultural land; Archaeological site/area.	<b>Coal Authority Risk Assessment - LOW-RISK</b>
	<b>Vacant and Derelict Land - NO</b>	<b>Prime Quality Agricultural Land - YES - Prime quality agricultural land-3(1)</b>
<b>Water</b>	No flooding constraints.	
<b>Access</b>	The site is not considered to be sustainably located. However, the site could be integrated with existing networks.	
<b>SNH comments</b>	<p>This site includes three pockets which are on prominent, rising land. The development of these sites would present a significant extension of the urban setting of Drorgan, particularly in conjunction with Site 28 which could result in significant cumulative landscape and visual impacts. The two southern pockets define the settlement edge of Drorgan from the south. These 'pockets' slope steeply and would have significant adverse visual impacts from the road, eroding the rural setting. The northern pocket is sloping and would have significant adverse landscape and visual impacts.</p> <p>We consider that development of this site would have significant adverse impact, however, there may be some capacity for development in the south-eastern pocket in the north-eastern corner following detailed assessment.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project is required for Drorgan WWTW. If all of the proposed sites in Drorgan are allocated in LDP, Scottish Water would look to carry out a Strategic Drainage Impact Assessment to assess the cumulative impacts of these developments on the local network. Mitigation may be required and funding sought. Sewer infrastructure crosses through the southern section of the site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>

## MIR Overall Recommendation

<b>Negative</b>	<p>The site is not considered to be sustainably located. The development of this site would only be considered to be appropriate if PIP sites 31.3 and 28 were also development, however, the cumulative impact of this would constitute an unacceptable extension of Drorgan settlement. As such, the development of this site is not considered to be viable and acceptable in overall terms. The site is constrained by its potential significant detrimental impacts on landscape, soil, biodiversity and cultural heritage. There is potential for the site to have both positive and negative impacts on air quality, climatic factors, human health and material assets.</p> <p>As outlined within SNH's comments, the development of these sites (31.1, 31.2, 31.3 and 28) cumulatively erode the rural landscape. The northern pocket is sloping and would have significant adverse landscape and visual impacts. However, SNH considered that there is some capacity for development following detailed assessment. Should the site be taken forward, the settlement boundary of Drorgan would need to be extended to incorporate the site.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	17.3	
Settlement	Droangan	
Address	Land at Water of Coyle	
Description	The site is located to the south-west of Droangan, to the west of PIP sites 31.3 and 28. The site alone, is not considered to be sustainably located as a result. The site is partially located within woodland. There is no planning history to the site.	
OS Grid Ref	NS4417NW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - Designated the remaining site for residential	
Site Size	2.9ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	RES 1, RES 2, RES 3, RES 5, RES 6, RS 8, RES 9, RES 10, RES 12, RES 11, RES 13, INF 4, IND 3, TOUR 1, TOUR 2, TOUR 3, TC2, TC3, OP1 ,OP2, RE1, RE2, RE5, ENV1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13 and ENV14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is located to the west of Droangan. The site is classified "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 site is considered to be prominent due to its sloping nature, and cumulatively alongside PIP sites 31.1, 31.2 and 28, this would constitute a significant extension to the settlement of Droangan. The site is contained

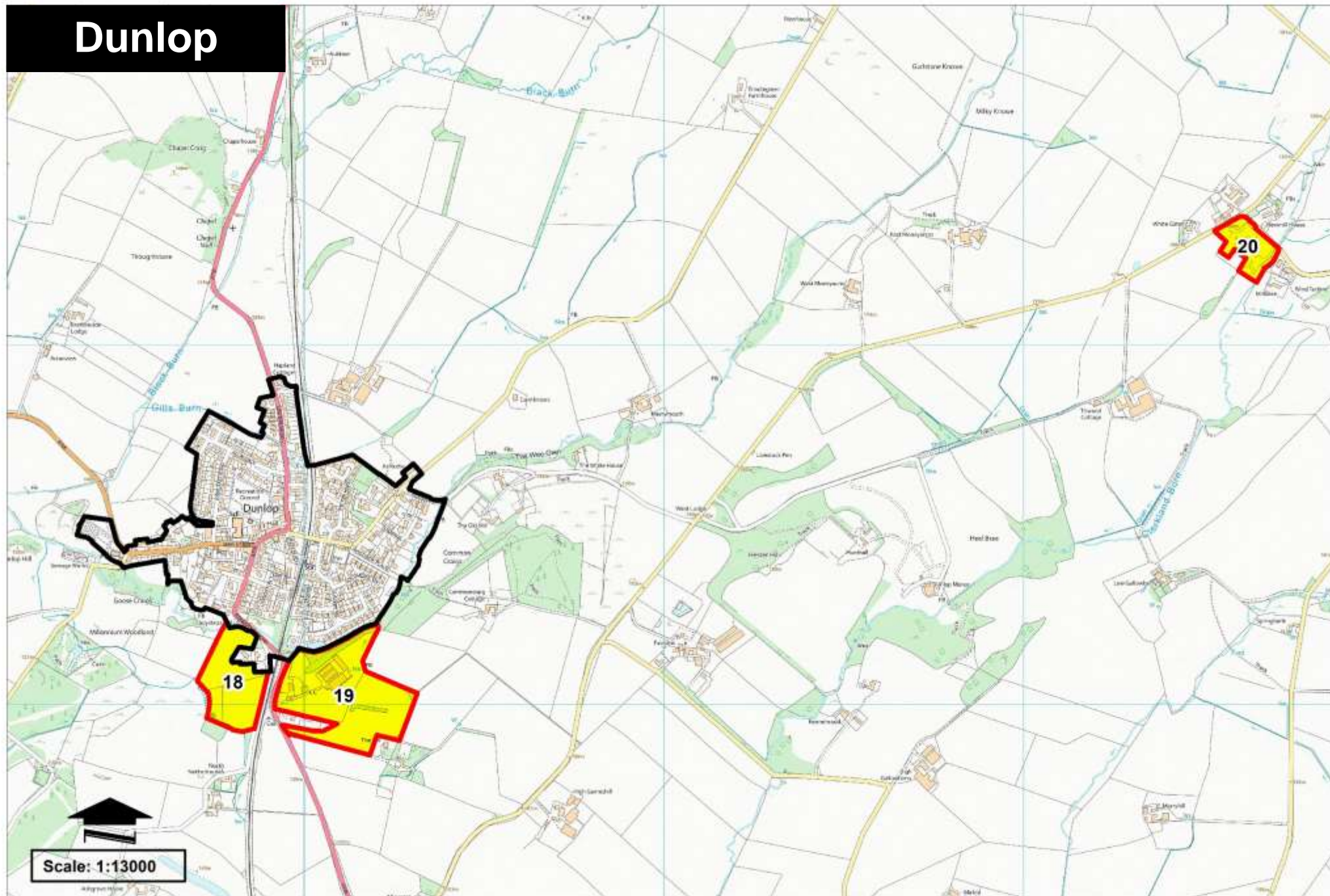
	within CSGN's woodland network. The development of the site would have a significant detrimental impact on the Special Landscape Area, which is not considered to be acceptable. As a result, it is considered that the development is likely to have negative impacts on the landscape setting of Drongan.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site contains non-calcareous gleys and brown earths with mineral alluvial soils. The site is found within the Coal Authority's Development Low Risk Area, having potentially detrimental impacts. The development of the site would also result in the loss of "prime quality" agricultural land. The site is contained within an archaeological site/area. However, the development of the site would not result in the loss of important soil resources such as carbon rich and peatland as well as raised/intermediate bogs. In overall terms, the development is likely to have negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. Impacts of the development on the water environment are therefore considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of up to 60 additional units. The development of site 31.2 alone is not considered to be sustainably located as it is separated from the settlement by greenbelt (site 31.3). However, a core path extends along the southern extents of the site. This would likely have positive impacts by increasing active travel and public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is contained within East Ayrshire's "Special Landscape Area". The development of which would have a significant negative impact on this designation. A significant portion of the site (to the north-west) form part of Central Scotland Green Networks (CSGN) woodland network. The development of the site would result in the further fragmentation of these sites. The development of this site would result in the removal of greenbelt habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use, and in turn, greenhouse gas emissions. The site alone, is not considered to be sustainably located given the distance from the settlement boundary. However, the site has active travel connections, having a positive impact in the reduction of greenhouse gas emissions. In terms of climate resilience, the development of the site would result in the removal of greenbelt habitat, having a detrimental impact. However, the site is not at risk from fluvial or pluvial flood risk and as such, its development is unlikely to have a detrimental impact on climate resilience. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Negative	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes. However, the site is in close proximity to an archaeological site/area. The development of the site could have a detrimental impact on this asset. As a precaution, environmental impacts are considered to be negative. This could be reduced, subject to further investigation and appropriate mitigation.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is connected to an existing core path network and active travel network. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Drongan’s centre and its accessibility. However, the site is not considered to be sustainably located. There is opportunities to integrate the site with existing public transport mechanisms. Development may give rise to increase light, noise and air population which would have a significant negative environmental impact on population. In overall terms, environmental impacts are likely to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is in close proximity to a core path network. There is potential for the development of this site to contribute towards this SEA objective, increasing connectivity. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on health. Development may give rise to increase light, noise and air population which would have a significant negative environmental impact on population. In overall terms, environmental impacts are likely to be positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is not considered to be sustainably located. The allocation of this housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Drongan, potentially increasing overall connectivity of place. This will have a significant positive and negative impact on material assets. The settlement of Drongan is classed as being open space deficient, not meeting the 150m from door to space requirement. The removal of the land would exacerbate this issues. In overall terms, the environmental impacts are likely to be both negative and positive.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority’s Development Low Risk Area; “Prime quality” agricultural land; Archaeological site/area.	Coal Authority Risk Assessment - <b>HIGH-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Prime quality agricultural land-3(1)
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>

<b>Water</b>	No flooding constraints.	
<b>Access</b>	There are no significant access concerns.	
<b>SNH comments</b>	<p>This site includes three pockets which are on prominent, rising land. The development of these sites would present a significant extension of the urban setting of Drongan, particularly in conjunction with Site 28 which could result in significant cumulative landscape and visual impacts. The two southern pockets define the settlement edge of Drongan from the south. These 'pockets' slope steeply and would have significant adverse visual impacts from the road, eroding the rural setting. The northern pocket is sloping and would have significant adverse landscape and visual impacts.</p> <p>We consider that development of this site would have significant adverse impact, however, there may be some capacity for development in the south-eastern pocket in the north-eastern corner following detailed assessment.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project is required for Drognan WWTW. If all of the proposed sites in Drognan are allocated in LDP, Scottish Water would look to carry out a Strategic Drainage Impact Assessment to assess the cumulative impacts of these developments on the local network. Mitigation may be required and funding sought. Sewer infrastructure crosses through the southern section of the site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has potential to be made deliverable, there are no significant access concerns, with two potential points of entry into the site. The site is constrained by its potential significant detrimental impacts on landscape, soil and biodiversity. There is potential for the site to have both positive and negative impacts on air quality, climatic factors, human health and material assets. Should the site be taken forward, the settlement boundary of Drongan would need to be altered to incorporate the site.</p> <p>As outlined within SNH's comments, the development would have adverse landscape and visual impacts, particularly from the B730 from the south. Proposals should provide an effective landscape framework, enhancing the settlement gateway. This should be considered in more detail.</p>	



# Dunlop

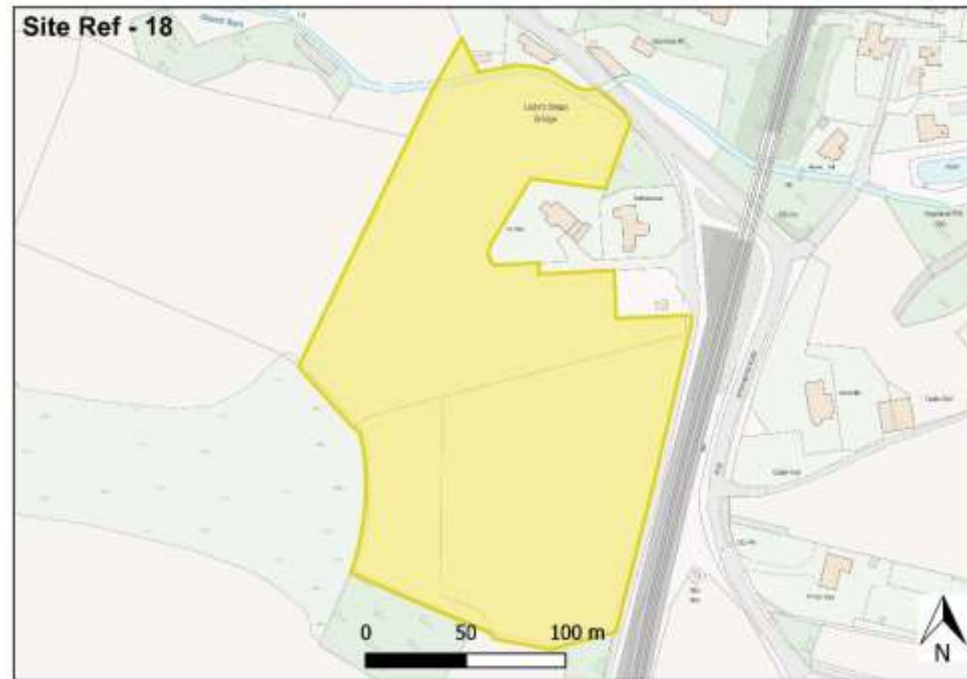


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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	18
Settlement	Dunlop
Address	Land at Stewarton Road
Description	The site is located off to the west of the A735, to the south of Dunlop. The site has no recent planning history and has not been previously allocated within the EALDP (2017) or the LP (2010).
OS Grid Ref	NS4049SE
Current Use	Designated as residential site
Proposed Use	Housing
Use Description	Residential
Site Size	3.6ha
Land type	Greenfield
Source of Site	Mhairi Shaw Planning
Outside Settlement	Yes



Allocations/Props	Rural Protection Area
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.
Most Recent App	N/A
Planning History	N/A

## Strategic Environmental Assessment (SEA) Pro forma

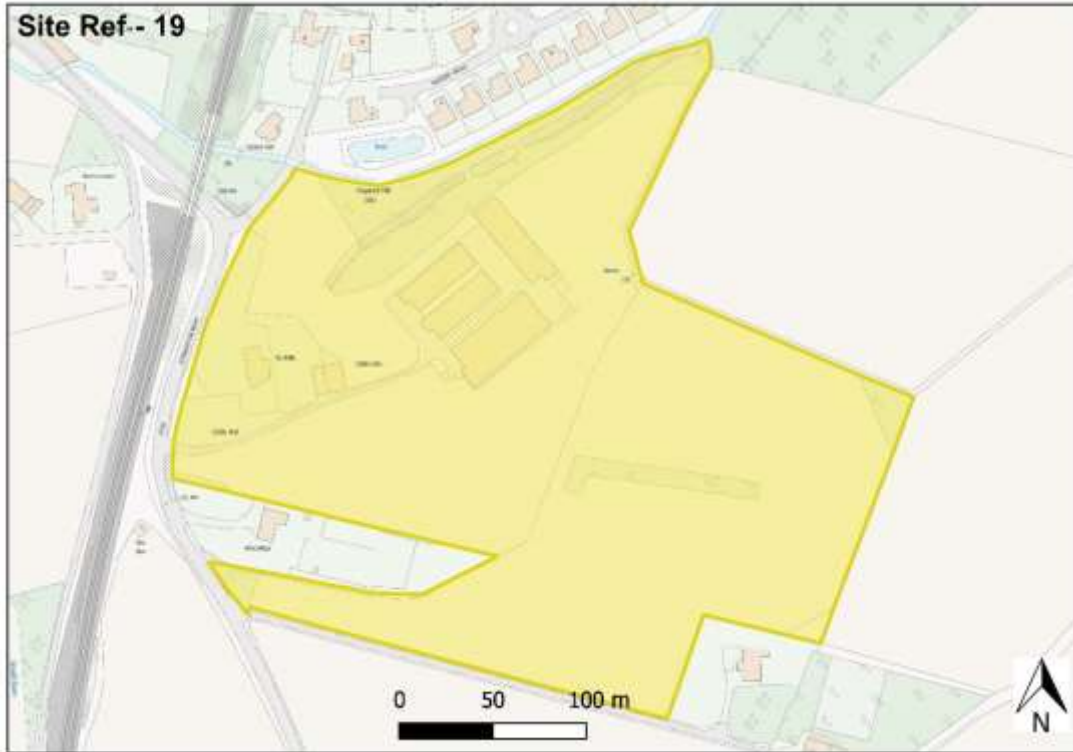
Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive/Negative	The site is located to the south of Dunlop, along greenfield. There are two properties to the south of the Glazert Burn on the western side of the A735, which this site borders. As such, the established development line has already been breached. However, due to the scale of this site, it is considered that its development would significantly alter the landscape character of Dunlop, constituting a significant extension, in opposition to the objectives of the MIR and SEA.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site is bordered by a small area of contaminated land to the north. However, this does not extend into the site, simply the Glazert Burn. The site is also partially located within the Coal Authority Low development risk area. The site is bordered by an archaeological area/site. However, the development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms it is considered that the development of the site may have a neutral impact on soil and land resources.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is bordered by fluvial flooding along its extent to the north, which follows the flow of the Glazert Burn. This is of low-high risk. The Glazert Burn is considered to be in moderate condition overall, the Burn is in good physical condition. The site is also bordered to the south by a small burn. The development of this site could have an adverse impact and exacerbate existing flood risk within this location. As such, the overall impacts are likely to be negative, in overall terms.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The development of the site is likely to have a negative impact on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site as opportunity to integrate with the existing public transport network as a bus route extends along the western edge of the site through Stewarton Road. The site is also well connected to a core path network, with a right of way extending along the edge and through the site itself. Should the site be developed this should be retained and maintained. The development of this site is considered to have both positive and adverse impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of greenfield habitat which may have an adverse impact on biodiversity, flora and fauna. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A right of way runs along the bottom of the site and a core path (A14) borders the eastern boundary of the site which extends from Netherhouses to Bracken Haugh. The site therefore has access to an existing active travel network, having positive impacts. However, the development of the site is likely to proliferate private car use which will in turn have a detrimental impact on greenhouse gas emissions and air quality. In terms of climatic resilience, the site is bordered by the Glazert Burn and is subject to low to high fluvial flood risk. Climate change may exacerbate this flood risk in the future. Appropriate measures should be taken to mitigate against this should the site be allocated and developed. In overall terms, it is considered that the development of the site is likely to have both positive and negative impacts on climatic factors.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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 is likely to have a neutral impact on cultural heritage.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	Due to proximity to the A735, there is ample opportunity to integrate the site into the existing road network. An existing right of way also crosses through the site. This should be safeguarded. As such, there is opportunity to connect the site with existing active travel networks and mechanisms. In overall terms, impacts on population are likely to be positive.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive	This site has strong access connections in terms of the road network, public transport connections and its surrounding active travel network. The site is located along an SPT bus route. Dunlop has a surplus of open space (as outlined within the open space audit). However, the site doesn't meet the 'door to space' accessibility standard of 150m to LDP safeguarded open space. Despite this, due to the setting and location of the site, the development would be in close proximity to unallocated green space along the greenbelt. This is considered to have a positive impact on human health in overall terms.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area. The development of the site would exacerbate rural residential demand, which the MIR intends to tackle through the extension of the rural protection. Under the provisions of the adopted EALDP (2017) its development would be contrary. Thus, it is considered to have a negative impact on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	constraints	Coal Authority Risk Assessment - LOW-RISK
	Vacant and Derelict Land - YES - at the northern tip of the site- 6076	Prime Quality Agricultural Land - NO Contamination - POTENTIAL
Water	Low-high fluvial flood risk to the north of the site.	
Access	The site has strong access connections and opportunity for integration.	
SNH comments	This is a relatively large site which would present a considerable extension to the settlement of Dunlop. The site appears to benefit from a good landscape framework, however, should this site be allocated, proposals should ensure that a robust and defensible settlement boundary is provided. A band of semi-natural woodland bounds the site along the eastern edge and north-west corner and an appropriate buffer should be provided for these trees. We note that the site rises from Stewarton Road (A735) as well as in the south east of the site. Proposals should take this into considerations, ensuring that there are no adverse visual impacts. There are opportunities to enhance access to nature such as to Millennium Woodland to the west of the site.	

<b>WWTW Capacity &amp; Waste Water</b>	Growth project required for Dunlop WWTW. Sewer infrastructure runs through the site. Early engagement with Scottish Water is required.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has potential to be made deliverable and could effectively contribute to housing land requirements. The site is considered to be sustainably located as a result of its strong access connections (road network, active travel network and public transport network). The development of this site is not considered, in overall terms, to be contrary to the adopted EALDP (2017). However, the site will be constrained by significant environmental constraints such as the presence of low to high fluvial flood risk from the water environment as well as landscape character implications.</p> <p>The site has potential to be made deliverable and could effectively contribute to housing land requirements. The site is considered to be sustainably located as a result of its strong access connections (road network, active travel network and public transport network). The development of this site is not considered, in overall terms, to be contrary to the adopted EALDP (2017). However, the site will be constrained by significant environmental constraints such as the presence of low to high fluvial flood risk from the water environment as well as landscape character implications.</p> <p>As outlined within SNHs comments, the band of semi-natural woodland that borders to Glazert Burn and the site to the eastern and north-west corner should be retained with an appropriate buffer in place. There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed. In accordance with Scottish Water's comments, a Drainage Impact Assessment (DIA) is required for this site.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	19	
Settlement	Dunlop	
Address	Land east of Stewarton Rd	
Description	The site is located to the south of Dunlop and is located out with the settlement boundary. The A735 bounds the site to the west and currently the site is used for agricultural activity. The site is located within the Rural Protection Area.	
OS Grid Ref	NS4149SW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - Masterplan including affordable housing	
Site Size	8.0ha	
Land type	Greenfield	
Source of Site	Alan Neish	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	04/0688/RM Proposed Change Of Use To Form Residential Development Comprising 11 No Detached Houses With Associated Roads And Footpaths And Formation Of New Access Roadway	Withdrawn
Planning History	04/0688/RM - Withdrawn	




## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands". 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. The site contributes to the green network and development of the site would result in the loss of some of the rural area which provides a landscape setting. It is considered that development of this site would have an negative impact on the landscape.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The southern half of the site is located within a Coal Development Low Risk area. There areas of Class 4 Peat and Carbon Soils. It is considered that development of the site would not have an adverse impact on the soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site does not contained any water bodies. However, the site is subject to low-medium surface water flood risk from river to the north of its extents. This will be required to be mitigated. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. In overall terms, it is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be both negative as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	There are bus stops adjacent to the site with buses to Kilmarnock and Beith. However development of the site will increase the use of private cars and have a negative impact on air pollution.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not within a designated area which is protected for its biodiversity. Development of the site would result in the removal of greenbelt affecting species and habitats. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	There is a right of way running through the site to the north connecting the site to the rural area and Dunlop. As such, the site has existing active travel networks. In terms of climate resilience, the site is at medium to low risk of river flooding to the north, its development is likely to have a detrimental impact on climate resilience. Development of the site could result in an increase in greenhouse gas emissions due to the increased use of the car. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Negative	There are tree preservation orders on the site and development of the site could have a negative impact if an inappropriate design is adopted. There is a Listed Building adjacent (but not part of) the site and potentially an archaeological site to the south of the site. Any development of this site should not impact on the setting of this Listed Building. As such, it is considered that the development of the site is likely to have a negative impact on cultural heritage. Appropriate mitigation could reduce this negative impact.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	The site is in close proximity to an existing right of way which is located to the north of the site. The site would extend the residential area of Dunlop and is located next to the main road into Dunlop. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Dunlop’s centre and its accessibility. There is opportunity to integrate the site into the existing active travel network. The site is located in close proximity to an SPT bus route (and associated bus stops), enabling access to services, facilities and amenities. In overall terms, environmental impacts on population are likely to be positive.	
Human Health	To promote improve health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is in close proximity to an existing right of way which is located to the north of the site, which would have a positive impact on human health. The site would extend the residential area of Dunlop and is located next to the main road into Dunlop. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Dunlop’s centre and its accessibility. There is opportunity to integrate the site into the existing active travel network. The site is located in close proximity to an SPT bus route (and associated bus stops), enabling access to services, facilities and amenities. However the site is in close proximity to the main road into Dunlop. Development of this site would increase car usage, therefore increasing air pollution, which will in turn have a negative impact on human health. In overall terms, environmental impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The allocation of this site as a housing opportunity site is likely to have significant impacts on material assets. The increase population would have a negative impact on infrastructure capacity, proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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 settlement of Dunlop, potentially increasing overall connectivity of place. This will have a significant positive and negative impact on material assets. The site is within the Rural Protection Area and as such the development would be contrary to the current LDP. However, the site would extend the existing residential offering in Dunlop and could integrate into the existing transport and active travel network. However, development of the site would result in the loss of some of the character of the rural setting of Dunlop. In overall terms, environmental impacts are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil constraints	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES

<b>Water</b>	Medium to low risk of river flooding	
<b>Access</b>	There are good opportunities to access the site from existing roads and there is a right of way on the site.	
<b>SNH comments</b>	This site is located directly south of the settlement edge of Dunlop. It is visually detached from existing development due to the band of semi-natural woodland along the north-western edge of the site and Glazert Burn. The semi-natural woodland within the site should be retained and incorporated into the design of the development, ensuring an appropriate buffer is provided. It appears to have a strong landscape framework which should be retained and enhanced if required. Proposals should maximise on the opportunity to enhance and contribute to the green blue network and habitat network. Active travel connections should also be considered, providing attractive links to the strategic network including to the railway station and woodlands/Glazert Burn.	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project required for Dunlop WWTW. Sewer infrastructure runs through the site. Early engagement with Scottish Water is required. Combined sewer and water mains cuts through the site.	
<b>Water supply</b>	Capacity available depending on proposed units. Early engagement with Scottish Water encouraged.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site could be integrated well into the existing active travel and transport networks and would allow for an extension of an existing residential area of Dunlop. There are flood concerns on the site and these would be required to be mitigated. In addition, there are historical features on the site and in the vicinity which would be required to be protected from the development.</p> <p>In accordance with SNH's comments, should the site be brought forward within the Plan, the semi-natural woodland within the site should be retained and incorporated into the design of the development, ensuring an appropriate buffer is provided, the strong landscape framework which should be retained and enhanced if required, active travel connections should also be considered, providing attractive links to the strategic network including to the railway station and woodlands/Glazert Burn.</p> <p>The proposal is considered to have both positive and negative environmental impacts.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	20	
Settlement	Dunlop	
Address	Former Howies Grain Mill, north of Dunlop	
Description	The site is located to the north east of Dunlop and is within the Rural Protection Area, as defined within the EALDP (2017). There are a number of farm buildings in the immediate vicinity of the site. The site has a planning history relating to its previous use.	
OS Grid Ref	NS4350SE	
Current Use	Former college building and grounds	
Proposed Use	Housing	
Use Description	Residential - 22 units	
Site Size	1.6ha	
Land type	Brownfield	
Source of Site	Thomson Hunter Architects	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	18/0572/PPP Proposed new housing development	
Planning History	03/0656/FL - Approved with Conditions, 08/0344/FL - Approved with Conditions, 05/1249/FL - Approved with Conditions, 18/0572/PPP- Proposed new housing development- Withdrawn	
	Withdrawn	

## Strategic Environmental Assessment (SEA) Pro forma

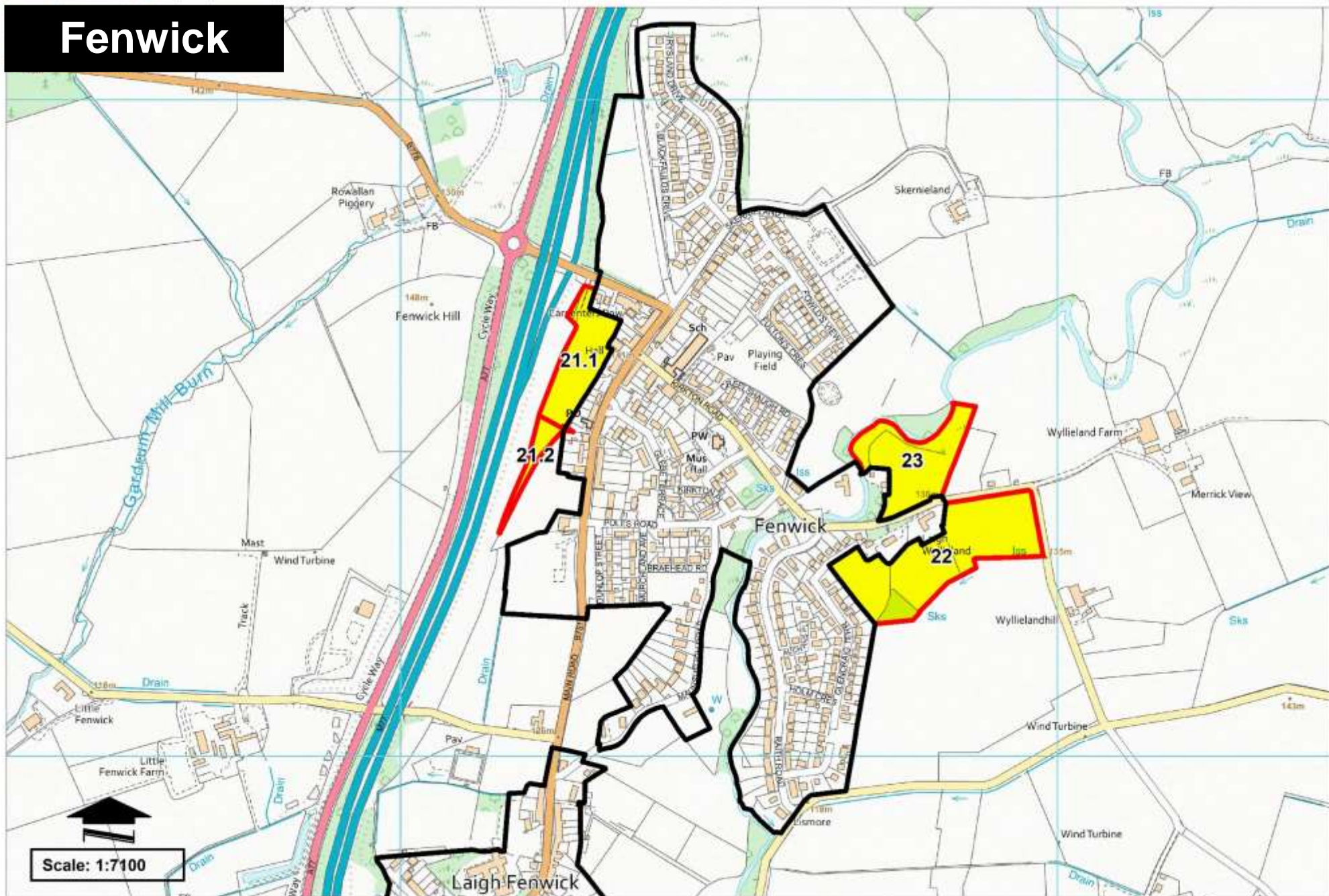
<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands". Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. With the development of this site, this could lead to a new cluster of residential properties being established. A large number of houses as proposed, could have a cumulative impact on the landscape (e.g. visual amenity). In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive</b>	The site consists of non-calcareous gleys. The site is located within an area of potentially contaminated land. The development of this site could result in the removal and/or treatment of contaminated land, which would have a positive environmental impact on soil quality. The development of the site is therefor likely to have positive environmental impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site does not contain any water bodies. The site is at medium-low risk of fluvial flood risk in the 1 in 200 year event. It is considered that the development of the site could result in increased flooding if appropriate measures are not in place. As such, it is considered that flood risk within this site could be alleviated through mitigated such as an appropriate layout and design. It is considered that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are therefore likely to be both neutral, on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as result of the increased residential population through the provision of additional units. A core path runs parallel to the northern and eastern extents of the site. This would likely have positive impacts by increasing active travel. However, there is limited opportunity to integrate the site with existing active travel networks. In overall terms, it is considered that the development is likely to have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is located within the Central Scotland Green Network's (CSGN) high dispersal acid grassland network. The development of the site would result in the loss of the greenfield habitat which is likely to have a negative impact on its biodiversity. In overall terms, impacts are considered to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	There is a core path which runs along the east of the site (on the road) connecting the site to the rural area, having a positive impact in terms of enabling active travel. However, do to the rural and relatively isolated nature of the site, it is considered that residents would be reliant on private car use, which would in turn increase greenhouse gas emissions, having a negative environmental impact



	on climatic factors. The location of the site is considered to be contrary to the objectives of the MIR and SEA. The site is subject to medium-low risk of fluvial flooding, concentrated at the south of the site, in the 1 in 200 year event. There is potential for this to have detrimental impacts in terms of climate resilience. In overall terms, environmental impacts on climatic factors are considered to be both positive and negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	There are no Conservation Areas, Listed Buildings or areas of archaeological significance on the site or in the surrounding area. Environmental impacts on cultural heritage are therefore likely to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is quite isolated in nature. There is a core path that runs along the access road and which leads to Dunlop. There is therefore opportunity to integrate with the existing active travel network, having positive impacts on population. However, the occupants of the site would be largely reliant on private car use. There is little opportunity to integrate the site with existing public transport networks, reducing the accessibility of services, facilities and amenities. As such, the environmental impacts are considered to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is quite isolated in nature. There is a core path that runs along the access road and which leads to Dunlop. There is therefore opportunity to integrate with the existing active travel network, having positive impacts on human health. However, the occupants of the site would be largely reliant on private car use. There is little opportunity to integrate the site with existing public transport networks, reducing the accessibility of services, facilities and amenities. This has negative impacts on human health and does not encourage activity within this setting. The proliferation of private car use is likely to increase greenhouse gas emissions, air quality and in turn human health. As such, the environmental impacts are considered to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is within the Rural Protection Area and as such the development would be contrary to the current LDP. The site is in an isolated location and there would be concern that the cluster of dwellings in the surrounding area could increase in scale and result in a new settlement being formed in an unsustainable location. In overall terms, the environmental impacts on material assets will be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Site is potentially located on an area of contaminated land.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Medium to low risk of river flooding	
Access	There are opportunities for access to the site however, the site in general is isolated in relation to nearby settlements.	

<b>SNH comments</b>	Whilst we generally welcome the redevelopment of brownfield sites, there are a number of natural heritage and landscape issues that would require consideration at this site. Development of the site would result in visual impacts from the Neilston road and so an appropriate landscape framework to reduce negative impacts. We consider that it will be challenging to deliver sustainable development in this location due to a lack of sustainable transport infrastructure therefore careful consideration of active travel provision will be required.	
<b>WWTW Capacity &amp; Waste Water</b>	N/A	
<b>Water supply</b>	N/A	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>The proposal is considered to be negative as the location and the number of units proposed is inappropriate for that area. There is flooding concerns on the site and development of the site would increase car usage. While it would bring a brownfield site back into use and potentially treat the contaminated land, the number of units causes concern over this area becoming a cluster of residential developments outside the settlement boundary. This proposal would also result in loss of the rural landscape and further erosion of its character, which is considered to be contrary to the objectives of the MIR.</p> <p>As outlined within SNH's comments, there are a number of natural heritage and landscape issues that would require consideration at this site, an appropriate landscape framework to reduce negative impacts would be required.</p> <p>In overall terms, impacts are likely to be negative.</p>	

# Fenwick



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref

Settlement

Address

Description

**21.1**

**Fenwick**

**Behind Fenwick Arms, adjacent to M77 B**

The sites 16.1 and 16.2 are located along the north-west edge of the settlement of Fenwick. The site is bounded by the M77 to west and it currently vacant land. The site would be accessible from Stewarton Road. This sites are found within a predominantly residential area.

OS Grid Ref

NS4643NW

Current Use

Vacant land/former site compound

Proposed Use

**Other**

Use Description

SuDS

Site Size

0.3ha

Land type

**Brownfield**

Source of Site

ASJ Ventures Ltd.

Outside Settlement

Yes

Allocations/Props

Rural Protection Area

LDP Policies

OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.

Most Recent App

**N/A**

Planning History

N/A

Site Ref - 21.1



## Strategic Environmental Assessment (SEA) Pro forma

**Landscape**

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

**Neutral**

The site is located to the north-west of Dunlop, on vacant land. The sites 16.1 and 16.2 are bounded to the east by residential dwellings and by the west by the M77 motorway. 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. Although the site itself does not have significant landscape value in terms of visual amenity as it is detrimentally affected by the presence of the motorway (M77). In its current state, the site contributes to the green

	network. It is not considered that the development of the site will have an negative impact on landscape character which has been significantly eroded. In overall terms, the site is considered to have neutral impacts.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive</b>	There is a small area of contaminated land on the south-east boundary of site 16.1. The development of this site could result in the removal and treatment of contaminated land, thus having a positive impact. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, development of this site is considered to have positive impacts through the removal and/or treatment of contaminated land.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is a small area to the north of site 16.1 which is at low-medium risk of surface water flooding. However, the site is not a risk from fluvial flooding of the Fenwick Water. The Fenwick Water is a heavily modified water body. Water quality is rated poorly overall, as it is detrimentally impacted by rural sources of diffuse pollution. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. It is considered that the development may have an adverse impact on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be neutral as a result, on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site itself, is also likely to be exposed to poor air quality due to its proximity to the motorway (M77). In overall terms, environmental impacts on air quality are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. These sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A right of way runs through the site, having a positive impact. The site is within walking distance of the available amenities, services and facilities within Fenwick, having a positive impact. However, the development of the site is likely to proliferate private car use which will in turn have a detrimental impact on greenhouse gas emissions, air quality and climatic factors. The site itself, is also likely to be exposed to poor air quality due to its proximity to the motorway. In overall terms, impacts on climatic factors are considered to be adverse. In terms of climate resilience, it is not considered that the development of this site could have adverse impacts as the site is constrained by surface water flood risk, the site would increase




	impermeable surfaces which could potentially increase surface water flooding under a changing climate. In overall terms, the development of the site is likely to have both positive and negative impacts on climatic factors.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Positive/Negative	There are a number of listed buildings which border the site to the east. These are mainly “C” listed properties. The site is also bordered by “High Fenwick” Conservation Area (designated in 1974). To the east of the site, there are a four archaeological sites, although, the site does not contain any of these historic assets. It is considered that the development of this site could have an adverse impact on the historic environment subject to mitigation measures. However, appropriate development with careful consideration of the historic environment could have neutral impacts. In overall terms, it is considered that the development of the site could have both negative and positive outcomes.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Due to proximity to the M77 and A77, there is ample opportunity to integrate the site into the existing road network. An existing right of way also crosses through the site. This should be safeguarded. As such, there is opportunity to connect the site with existing active travel networks and mechanisms. The site follows the boundary of existing residential developments and as such there is no through access for pedestrians to and from Main Road. However, reduced air quality is likely to have a detrimental impact on air quality. In overall terms, environmental impacts are considered to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Due to proximity to the M77 and A77, there is ample opportunity to integrate the site into the existing road network and active travel network, having a positive impact on human health. However, as a result of proximity there may be detrimental impacts, such as poor air quality as a result of increase private car use and proximity to the motorway itself. As such, the development of this site is likely to have both positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017). However, the site is considered to be sustainable, with opportunities to integrate into existing networks. The development of the site would result in the removal of greenfield which is accessible from the settlement. Fenwick has a deficit of open space and has 92% of its open space within the higher quality ranking of open space. In overall terms, the development of the site is likely to have positive and negative environmental impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Potential soil contaminants on site. No soil issues noted.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - POTENTIAL

<b>Water</b>	No water quality concerns. It is not considered that the development of this site would result in loss of water quality or significantly affect water quality. The development is not likely to have a direct impact on the water environment. It is not anticipated that the development of the site could result in additional flood risk elsewhere.	
<b>Access</b>	Further assessment is required before a strategic assessment of infrastructure capacity and delivery can be made.	
<b>SNH comments</b>	There is an opportunity to incorporate the SuDS into the design of the development, contributing to the multifunctional green network through creating recreational spaces as well as habitat networks and active travel networks. Their design should be considered at the outset of the development design process.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>

### MIR Overall Recommendation

<b>Negative</b>	<p>The sites (16.1 and 6.2) have potential to be made deliverable and could effectively contribute to housing land requirements. However, the site is constrained by the air quality constraints. Its development would result in the removal of greenfield land, within a settlement which is deficient in open space. There is potential for the site to have negative impacts on Fenwicks' historic environment and cultural heritage if inappropriately developed. Should the site be taken forward, the settlement boundary of Fenwick would need to be altered to incorporate the site.</p> <p>In accordance with SNH's comments, there is an opportunity to incorporate the SuDS into the design of the development, contributing to the multifunctional green network through creating recreational spaces as well as habitat networks and active travel networks. Their design should be considered at the outset of the development design process if the site is taken forward within the Proposed Plan.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	21.2	
Settlement	Fenwick	
Address	Behind Fenwick Arms, adjacent to M77 A	
Description	The sites 16.1 and 16.2 are located along the north-west edge of the settlement of Fenwick. The site is bounded by the M77 to west and it currently vacant land. The site would be accessible from Stewarton Road. This sites are found within a predominantly residential area.	
OS Grid Ref	NS4643NW	
Current Use	Vacant land/former site compound	
Proposed Use	Housing	
Use Description	Residential - 30 units	
Site Size	1.2ha	
Land type	Brownfield	
Source of Site	ASJ Ventures Ltd.	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Neutral	The site is located to the north-west of Dunlop, on vacant land. The sites 16.1 and 16.2 are bounded to the east by residential dwellings and by the west by the M77 motorway. 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. Although the site itself does not have significant landscape value in terms of visual amenity as it is detrimentally affected by the presence of the motorway (M77). In its current state, the site contributes to the green

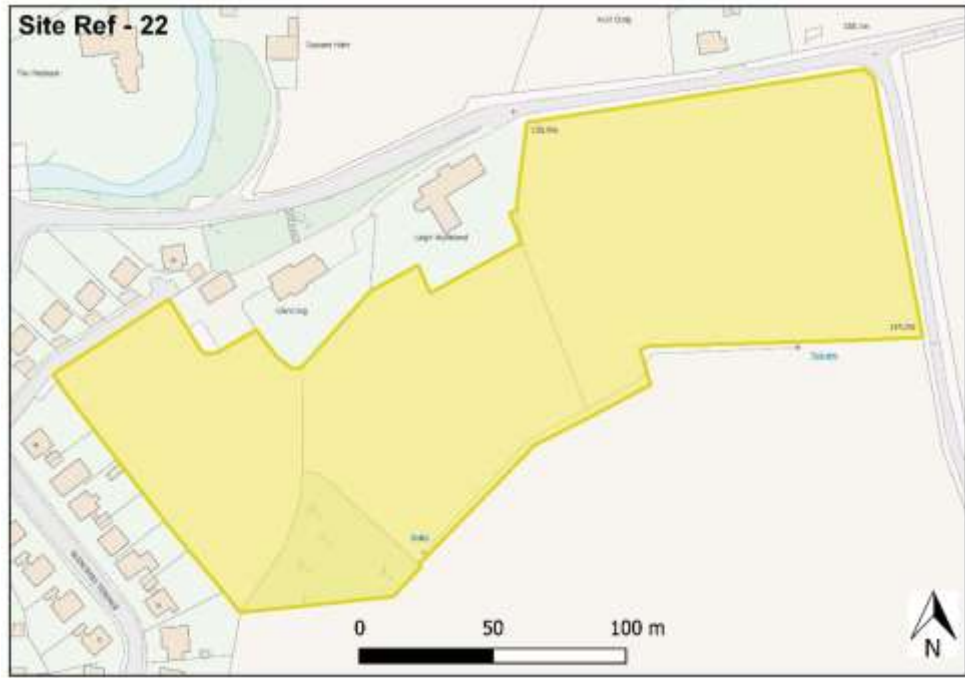
	network. It is not considered that the development of the site will have an negative impact on landscape character which has been significantly eroded. In overall terms, the site is considered to have neutral impacts.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive</b>	There is a small area of contaminated land on the south-east boundary of site 16.1. The development of this site could result in the removal and treatment of contaminated land, thus having a positive impact. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, development of this site is considered to have positive impacts through the removal and/or treatment of contaminated land.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is a small area to the north of site 16.1 which is at low-medium risk of surface water flooding. However, the site is not a risk from fluvial flooding of the Fenwick Water. The Fenwick Water is a heavily modified water body. Water quality is rated poorly overall, as it is detrimentally impacted by rural sources of diffuse pollution. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. As such, surface water flooding could be alleviated and mitigated against through an appropriate layout and design. It is considered that the development may have an adverse impact on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. The site itself, is also likely to be exposed to poor air quality due to its proximity to the motorway (M77). In overall terms, environmental impacts on air quality are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A right of way runs through the site, having a positive impact. The site is within walking distance of the available amenities, services and facilities within Fenwick, having a positive impact. However, the development of the site is likely to proliferate private car use which will in turn have a detrimental impact on greenhouse gas emissions, air quality and climatic factors. The site itself, is also likely to be exposed to poor air quality due to its proximity to the motorway. In overall terms, impacts on climatic factors are considered to be adverse. In terms of climate resilience, it is not considered that the development of this site could have adverse impacts as the site is constrained by surface water flood risk, the site would increase

	impermeable surfaces which could potentially increase surface water flooding under a changing climate. In overall terms, the development of the site is likely to have both positive and negative impacts on climatic factors.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Positive/Negative	There are a number of listed buildings which border the site to the east. These are mainly C listed properties. The site is also bordered by “High Fenwick” Conservation Area (designated in 1974). To the east of the site, there are a four archaeological sites, although, the site does not contain any of these historic assets. It is considered that the development of this site could have an adverse impact on the historic environment subject to mitigation measures. However, appropriate development with careful consideration of the historic environment could have neutral impacts. In overall terms, it is considered that the development of the site could have both negative and positive outcomes.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Due to proximity to the M77 and A77, there is ample opportunity to integrate the site into the existing road network. An existing right of way also crosses through the site. This should be safeguarded. As such, there is opportunity to connect the site with existing active travel networks and mechanisms. The site follows the boundary of existing residential developments and as such there is no through access for pedestrians to and from Main Road.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Due to proximity to the M77 and A77, there is ample opportunity to integrate the site into the existing road network and active travel network, having a positive impact on human health. However, as a result of proximity there may be detrimental impacts, such as poor air quality as a result of increase private car use and proximity to the motorway itself. As such, the development of this site is likely to have positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017). However, the site is considered to be sustainable, with opportunities to integrate into existing networks. The development of the site would result in the removal of greenfield which is accessible from the settlement. Fenwick has a deficit of open space and has 92% of its open space within the higher quality ranking of open space. In overall terms, the development of the site is likely to have positive and negative environmental impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Potential soil contaminants on site. No soil issues noted.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - POTENTIAL
Water	No water quality concerns. It is not considered that the development of this site would result in loss of water quality or significantly affect water quality. The development is not likely to have a direct impact on the water environment. It is not anticipated that the development of the site could result in additional flood risk elsewhere.	



<b>Access</b>	Further assessment is required before a strategic assessment of infrastructure capacity and delivery can be made.	
<b>SNH comments</b>	There is an opportunity to incorporate the SuDS into the design of the development, contributing to the multifunctional green network through creating recreational spaces as well as habitat networks and active travel networks. Their design should be considered at the outset of the development design process.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>The sites (16.1 and 6.2) have potential to be made deliverable and could effectively contribute to housing land requirements. However, the site is constrained by the air quality constraints. Its development would result in the removal of greenfield land, within a settlement which is deficient in open space. There is potential for the site to have negative impacts on Fenwicks' historic environment and cultural heritage if inappropriately developed. Should the site be taken forward, the settlement boundary of Fenwick would need to be altered to incorporate the site.</p> <p>In accordance with SNH's comments, there is an opportunity to incorporate the SuDS into the design of the development, contributing to the multifunctional green network through creating recreational spaces as well as habitat networks and active travel networks. Their design should be considered at the outset of the development design process if the site is taken forward within the Proposed Plan.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref Settlement Address Description	22		
	Fenwick		
	Land at Laigh Wyllieland and Glenraig		
	The site is located to the north-west of the settlement boundary of Laigh Fenwick. This is a large site would could accommodate a moderate number of residential units. The site has no planning history.		
OS Grid Ref	NS4643SE		
Current Use	Former petrol station		
Proposed Use	Housing		
Use Description	Residential - 12-14 units		
Site Size	2.9ha		
Land type	Greenfield		
Source of Site	ASJ Ventures Ltd - Agent		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is a greenfield site located to the east of Fenwick settlement boundary. This location has quite a distinctive boundary. Fenwick is an attractive settlement as a result of the greenfield land which surrounds it. The development of this site is likely to have an adverse impact on the landscape setting of this location. In overall terms, environmental impacts are considered to be negative.

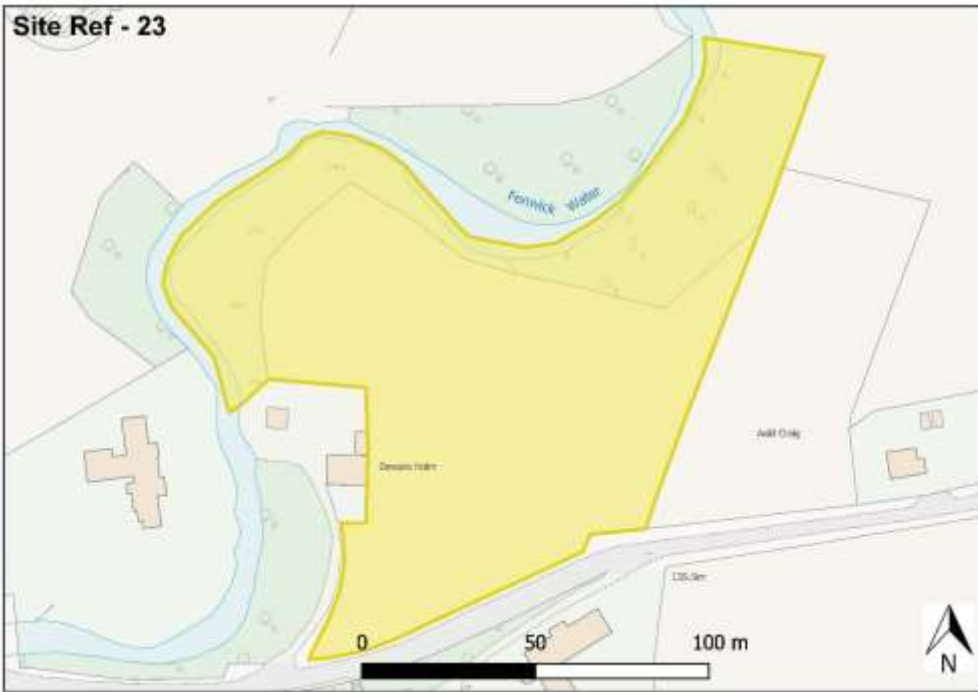
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, environmental impacts are considered to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is in relatively close proximity to the Fenwick Water (44 metres at its closest point). However, the site is not contained within the 1:100 year or 1:200 year for fluvial flood risk area. Bordering the site to the east is a small pocket of low risk surface water flooding. It is considered that the development of the site could result in increased surface water flooding if appropriate measures are not in place. It is likely that the development may have adverse impacts on the water environment, which could be manageable subject to further investigation. In overall terms, environmental impacts are considered to be both neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of Fenwick's main street and an SPT bus route which could be utilised, having positive impacts by increasing active and public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. The site contribute to the green corridor, creating recreational spaces and habitat the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A right of way runs along the top of the site which extends along the Fenwick Water through Laigh Fenwick and beyond and to the east to Waterside, this could have positive environmental impacts through improved active travel networks. The addition of 12-14 units is likely to increase private car use, despite opportunities for active travel. As such, the impacts are considered to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</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 site is in close proximity to a group Tree Preservation Order listing as well as a number of individual TPOs. With careful consideration, the development of the site is not likely to have an adverse impact. However, the site is constrained an archaeological site/area. There is potential for the development of the site to have an adverse impact on

	this archaeological site/area. As precaution, environmental impacts on cultural heritage are considered to be negative. However, negative impacts could be alleviated subject to appropriate mitigation (layout and design).	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	The site is in close proximity to a Right of Way path network. The site is within a walkable distance to Fenwick’s main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Fenwick and its accessibility. The site is located in close proximity to an SPT bus route, enabling access to services, facilities and amenities. In overall terms, the environmental impacts on population are considered to be positive.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is in close proximity to a Right of Way path route. The site is within a walkable distance to Fenwick’s main street. The development does have potential to support and contribute towards the SEA objective of improving human health through the provision of cycling and walking routes. Fenwick has a deficit of open space. The site does not meet the ' door to space' accessibility standard of 150m. As such, the development of the site is likely to have both positive and negative impacts.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017). However, the site is considered to be sustainable, with opportunities to integrate into existing networks. The development of the site would result in the removal of greenfield which is accessible from the settlement. Fenwick has a deficit of open space and has 92% of its open space within the higher quality ranking of open space. In overall terms, the development of the site is likely to have positive and negative environmental impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil issues noted.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	The site is at low risk of surface water flooding.	
Access	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
SNH comments	This is a greenfield site located out with the settlement boundary of Fenwick. It defines the western/southern settlement edge from the south/east along Raith Road and contributes to the rural setting of the area. We consider that development of the site as currently proposed would adversely impact the landscape setting, however, there may be capacity south-east of Glencraig Terrace. This pocket benefits from an existing landscape framework which proposals should reinforce. Proposals should ensure a positive interface with Glencraig Terrace. Consideration should be given to multifunctional green networks in keeping with the rural setting, such as woodland and hedgerows.	

<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units. A 16' trunk main runs through the site and early engagement with Scottish Water is essential to determine any stand off distances that may impact site viability.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has potential to be made deliverable and could effectively contribute to housing land requirements. However, the site will be constrained by its potentially detrimental impacts on the landscape character and setting of Fenwick. As outlined within SNHs comments, there is capacity to the south-east of Glencraig Terrace.</p> <p>There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed. Should the site be taken forward, the settlement boundary of Fenwick would need to be altered to incorporate the site. The proposal is considered to be loosely appropriate for the site. However, there are likely to be adverse impacts on landscape character which would need to be appropriately considered and mitigated against.</p> <p>Further information about the environmental impacts of the development of this site will be required to address all outstanding issues.</p>	



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	23	
Settlement	Fenwick	
Address	Land at Dewars Farm,	
Description	The site is out with the settlement boundary of Fenwick to the east. The site is bounded to the north and west by the Fenwick Water. The boundary follows the flow of the river. The site is 5 hectares in size. The site has no planning history.	
OS Grid Ref	NS4643SE	
Current Use	Vacant	
Proposed Use	Housing	
Use Description	Residential - 1 units or bigger	
Site Size	1.6ha	
Land type	Greenfield	
Source of Site	Source of site:	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area; Previously designated as 406H.	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is a greenfield in nature and located to the east of Fenwick's settlement boundary. Fenwick is an attractive settlement as a result of the greenfield land which surrounds it. The development of this site is likely to have an adverse impact on the landscape setting of Fenwick. In overall terms, environmental impacts are considered to be negative.

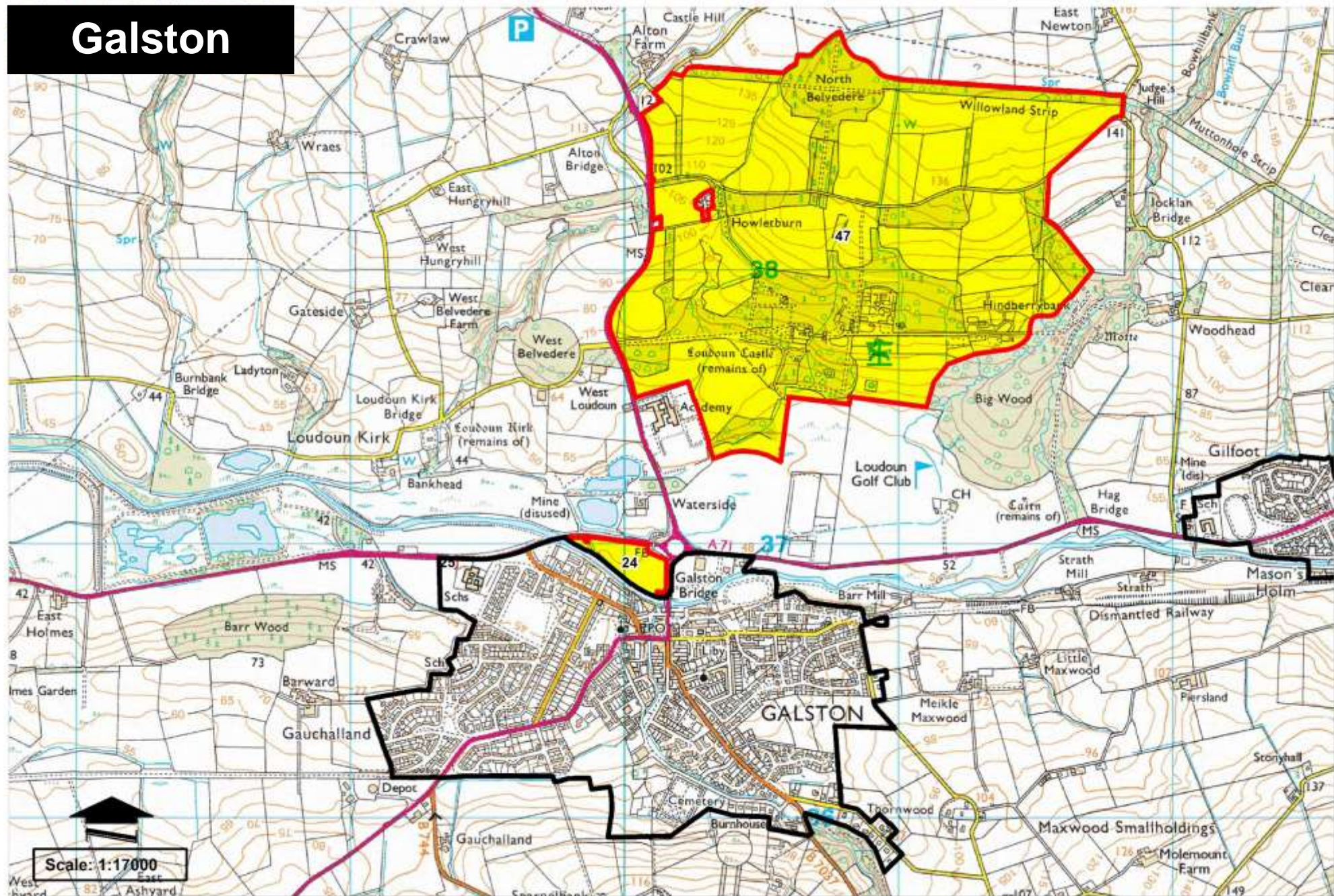
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, environmental impacts are considered to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site follows the boundary of the Fenwick Water. It is therefore at low-high risk of fluvial flooding to the north of the site in the 1 in 200 year event. The Fenwick Water is a heavily modified water body. Water quality is rated poorly overall, as it is detrimentally impacted by rural sources of diffuse pollution. The environmental impacts of the development of this site are, in overall terms, considered to be significant negative as this may exacerbate existing flooding issues or create problems elsewhere.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Neutral</b>	Development of the site is likely to have neutral impacts on air quality as it only proposes the use of the site for a single residential unit. This is not considered to be significant enough to have an adverse impact.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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 also acts as a floodplain. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	The site has adequate active travel network connections. A right of way runs along the bottom of the site. It is not considered that the addition of a single unit within this site will have a detrimental impact on climatic factors. However, the development of the site has implications for climate resilience. The site is subject to low-high fluvial flood risk in the 1 in 200 year event, the development of which, could exacerbate existing flood risk in a changing climate. As a precaution, as a result of the sites flood risk, environmental impacts are considered to be negative. Appropriate mitigation could reduce negative impacts with careful consideration.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</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. However, the site is constrained by two archaeological sites/areas. The development of the site could therefore have an adverse impact on these archaeological sites/areas. As a precaution, the environmental impacts of development are likely to be negative, subject to appropriate mitigation (i.e. design and layout). Appropriate mitigation will likely reduce the negative environmental impacts on cultural heritage.

Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	The site is in close proximity to a Right of Way path route, having positive environmental impacts on population. The site is within a walkable distance to Fenwick’s main street. There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Fenwick and its accessibility. The site is located in close proximity to an SPT bus route, enabling access to services. In overall terms, the impacts on population are considered to be positive.	
Human Health	To promote improve health of the human population through the creation of good quality places with resilient and safe communities	
Positive	The site is in close proximity to a Right of Way path route. The site is within a walkable distance to Fenwick’s main street. The development does have potential to support and contribute towards the SEA objective of improving human health through the provision of cycling and walking routes. The development of this site would not result in the loss of open space within the settlement boundary.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017). However, the site is considered to be sustainable, with opportunities to integrate into existing networks. The development of the site would result in the removal of greenfield which is accessible from the settlement. Fenwick has a deficit of open space and has 92% of its open space within the higher quality ranking of open space. In overall terms, the development of the site is likely to have positive and negative environmental impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil issues noted.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	Potentially adverse impact on water quality and flood risk.	
Access	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
SNH comments	This site is prominent greenfield site which rises steeply to the east and contributes to the rural character of the area from Kirkton Road. We consider that there may be some landscape capacity for development on the lower slopes in the west of the site following detailed assessment. If allocated, siting and layout would require careful consideration. Any proposals should retain and strengthen the existing landscape framework including the semi-natural woodland to the north and west which should be incorporated into the design of the development. Opportunities to enhance and create new green infrastructure should be maximised, contributing to the existing green/blue network along the Fenwick Water corridor. This also presents opportunities to create new attractive and integrated active travel connections.	

WWTW Capacity & Waste Water	N/A		
Water supply	N/A		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO	
MIR Overall Recommendation			
Positive/Negative	<p>The site has potential to be made deliverable and could effectively contribute to housing land requirements. However, the site will be constrained by significant environmental constraints such as the water environment (and its associated flood risk) as well as Fenwick’s cultural heritage.</p> <p>As outlined within SNHs comments, development should be restricted to the lower slopes of the site and contribute towards the existing green/blue network of the Fenwick Water. There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed. Should the site be taken forward, the settlement boundary of Laigh Fenwick would need to be altered to incorporate the site.</p> <p>In overall terms, environmental impacts are likely to be positive/negative.</p>		



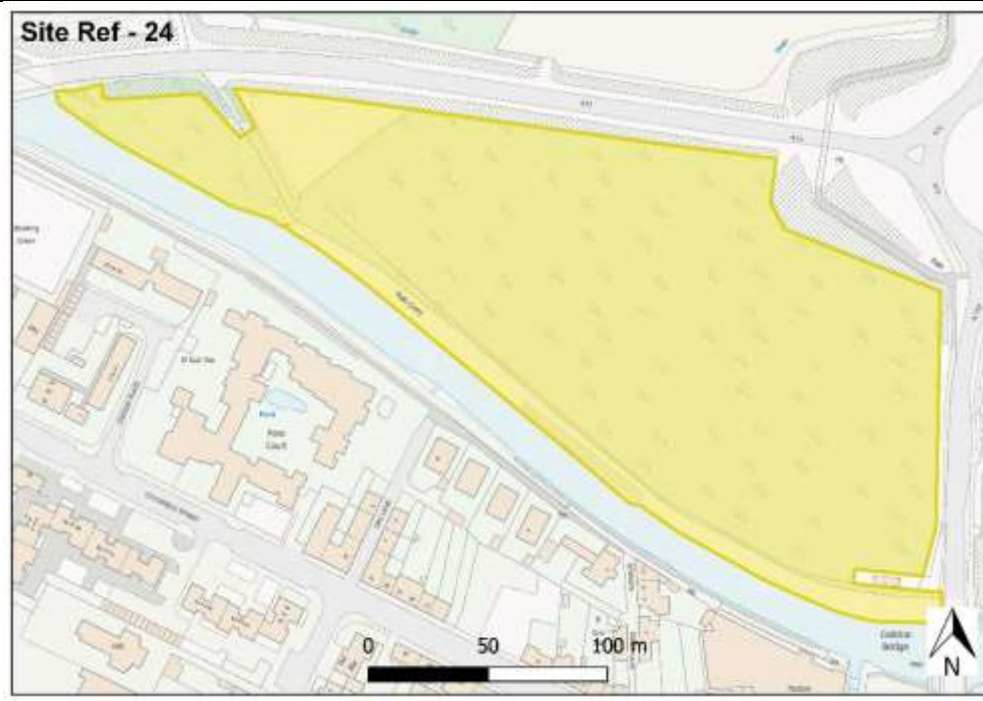
# Galston



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	24		
Settlement	Galston		
Address	Harvest Field, Galston roundabout		
Description	The site is greenfield in nature and borders the Galston settlement boundary to the north. The site is found within the Rural Protection Area. The site is bounded to the south by the River Irvine and the A71 to the north. The site does not have a planning history.		
OS Grid Ref	NS5036NW		
Current Use	Vacant greenfield, south of roundabout		
Proposed Use	Housing		
Use Description	Residential		
Site Size	3.7ha		
Land type	Greenfield		
Source of Site	Paterson Partners		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 1, RES 2, RES 3, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.		
Most Recent App	10/0058/PP Change of use from B.T. Exchange unit to internet cafe and formation of a service layby		Refused
Planning History	08/0777/FL - Refused, 10/0058/PP - Refused		

## Strategic Environmental Assessment (SEA) Pro forma

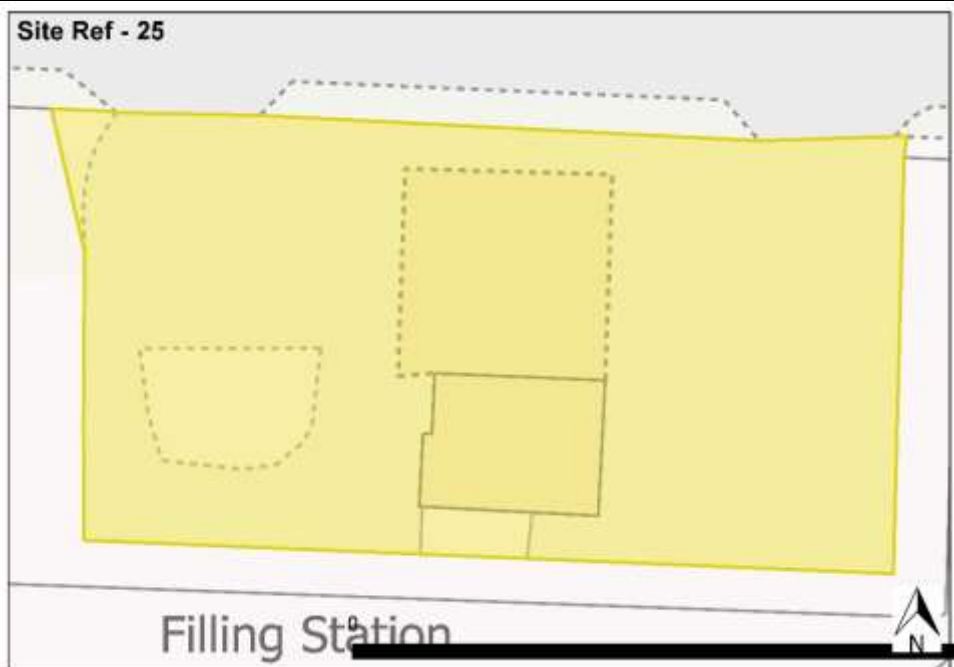
Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. Development on this greenfield site would represent a significant extension to the Galston settlement which is so far

	bounded by the River Irvine and loss of open green space, which would result in a severe impact on the landscape character. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The Coal Development Risk is High in the northern half of the site and Low in the southern half, and there are coal seams present with potentially adverse implications. Development would not result in loss of important soil resources such as prime agricultural land, peatland or bogs. As a precaution, environmental impacts are considered to be negative as a result of the development risk. This impact could be reduced through consultation, appropriate layout and design.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is significantly constrained by medium surface water flood risk across the majority of the site, rising to high in the western-most corner. On top of this, there is low-medium risk of fluvial flooding in the 1 in 200 year event across the majority of the site. The current function of this site is floodplain. Development in this site would not only need to address this risk but it may also have adverse effects elsewhere along the river. In overall terms, the development of this site is not considered to be sustainable in terms of its impacts in the water environment. Impacts are negative.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site, if considered on its own, is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of Galston town centre, a SPT bus route (and associated bus stops) and a Right of Way, which might promote active travel and public transport use, having positive environmental impacts on air quality. In overall, directing residential population into well-connected town centre locations could potentially reduce adverse impacts on air quality and climate change, although any increase in population is likely to proliferate car usage. In overall terms, environmental impacts are considered 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	There are deciduous woodlands next to the river Irvine. The site forms part of the Central Scotland Green Network's (CSGN) woodland network, forming a woodland hotspot (Ref: 62). The site is also part of the CSGN non-core high dispersal Acid Grassland Network. The development of the site would result in the loss and fragmentation of these assets, having a detrimental impact which is contrary to the principles of the MIR and SEA. The extension of the settlements onto greenspace is in principle not recommended. In overall terms, impacts are likely to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site, if considered on its own, is likely to have contribute to climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of Galston town centre, SPT bus stops and a Right of Way, which might promote active travel and public transport use. Overall, directing residential population into the proximity of a well-connected town centre could potentially reduce adverse impacts on climate change, although any increase in population is likely to proliferate car usage. In terms of climate resilience, the site is significantly constrained be both fluvial and pluvial

	flood risk, the development of which would have significantly negative implications. In overall terms, environmental impacts are likely to be both positive and negative, with likely significant negative climate resilience implications.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Negative	The site is located across the River from Galston Outstanding Conservation Area, and it connects with it through a B listed bridge (Galston Bride, Polwarth Street). Development in this site would affect, and potentially obscure, the view of the town when entering from the North, as well as the views along the river from the bridge. There is potential for the development of the site to adversely impact the character of this listed structure. As a precaution, the environmental impacts of the development are likely to be negative. Negative impacts could be mitigated through appropriate design and layout.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is within walking distance to the town centre of Galston and its services, facilities and amenities. This will encourage the population to live in well-integrated, well-connected place. The development of the site could be considered to be sustainably located as a result of its close proximity. However, the flood constraints of the site, have detrimental implications for population. In overall terms, environmental impacts are considered to be positive and negative.	
Human Health	To promote improve health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site has strong access connections. The site is also in close proximity to an SPT bus route and a number of bus stops. It therefore has strong public transport connections as well as access to an active travel network, having a positive impact on human health. The development is likely to have detrimental impacts on air quality and increase greenhouse gas emissions, which will have implications for population and human health. The site is also significantly exposed to fluvial and pluvial flood risk which could have detrimental impacts on human health. In overall terms, environmental impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The development of the site would have a negative impact on infrastructure capacity and proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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) around the settlement of Galston, potentially increasing overall connectivity of place. The development of this site would result in the removal of greenfield habitat, which would contribute to the loss of recreational space and landscape character out with the settlement as well as functional floodplain, in opposition of the SEA objectives. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority High and Low Development Risk	Coal Authority Risk Assessment - HIGH-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	Medium Fluvial and High Pluvial Flood Risk.	

<b>Access</b>	The site is accessible and integrated within public transport. No concerns have been raised regarding infrastructure provision and/or delivery constraints.
<b>SNH comments</b>	This site is located north of River Irvine out with the settlement boundary. The location of this site on the settlement edge presents an opportunity to enhance the gateway to Galston as well as creating a robust settlement edge. There is an area of semi-natural woodland on eastern edge of site which should be retained and incorporated into the design of the development. Proposals should maximise on opportunities to contribute to active travel network, including paths along the River Irvine and into Galston. The green/blue network should also be considered with opportunities to create connections to the river.
<b>WWTW Capacity &amp; Waste Water</b>	Capacity available in system however more detailed information needed on the number of units proposed and the "mixed use" part of the proposal. Early engagement with Scottish Water needed with applicant.
<b>Water supply</b>	Capacity available in system, however more detailed information needed on the number of units proposed and the "mixed use" part of the proposal. Early engagement with Scottish Water needed with applicant.
<div> <div>Housing Land Audit (HLA) 2019 <b>NO</b></div> <div>Homes for Scotland (HfS) Member <b>ASSOCIATE</b></div> </div>	
<b>MIR Overall Recommendation</b>	
<b>Positive/Negative</b>	<p>This is a greenfield site immediately out with the Galston settlement boundary. Development in this location would have a significant impact on the landscape and the views to and from the Outstanding Conservation Area. However, its location close to the town centre and well connected to public transport is sustainable. The flood risk is high due to a combination of high pluvial and medium fluvial flood risks.</p> <p>In accordance with SNH's comments, this site on the settlement edge presents an opportunity to enhance the gateway to Galston as well as creating a robust settlement edge. However, impacts are considered to be both positive and negative.</p> <p>In overall terms, the development of this site is likely to have both positive and negative environmental impacts.</p>

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	25		
Settlement	Galston		
Address	Riverside Filling Station		
Description	The site in question is brownfield in nature. The site was formerly a petrol station and is located within the settlement boundary of Galston. The site has a planning history which relates to its former use. The site is currently unallocated within the EALDP (2017).		
OS Grid Ref	NS4936NW		
Current Use	Agricultural land		
Proposed Use	Other		
Use Description	Commercial use		
Site Size	0.2ha		
Land type	Brownfield		
Source of Site	Daniel McLean c/o Graham and Sibbald.		
Outside Settlement	No		
Allocations/Props	N/A		
LDP Policies	OP1, OP2, RES11, TC2, TC3, T1, T2, T3, INF2, INF4, INF5, WM1, WM3, WM8, ENV6, ENV8, ENV9, ENV11, ENV12, ENV13, ENV14		
Most Recent App	19/0443/PP Change of use from petrol filling station with ancillary shop (class 1) to van sales centre (sui generis)		Approved with Conditions
Planning History	06/1164/AD - Approved, 07/0039/FL - Approved, 19/0443/PP - Approved with Conditions		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive	The site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. Development on this brownfield site would not represent enlargement of the settlement and it would instead

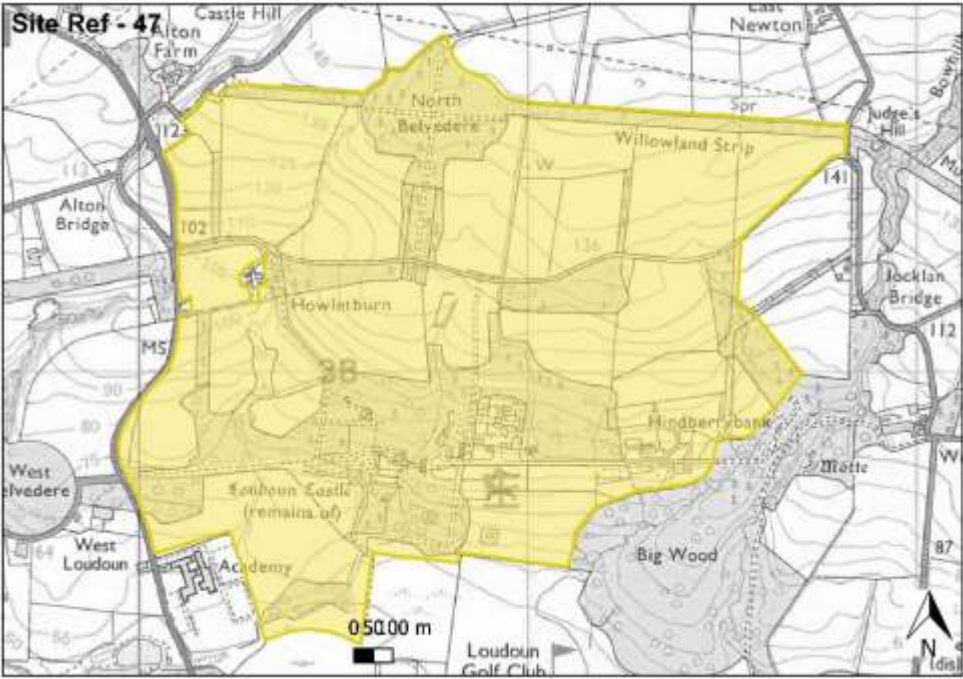


	provide an opportunity to enhance the landscape impact of the existing site. In terms of landscape, impacts are likely to be positive.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The site is contained within the Coal Authority's Development Low Risk. The development of the site could have implications for this. The site is wholly present within an area of contaminated land. The development of this site could therefore result in the treatment and/or removal of contaminated land, having a positive environmental impact on soil quality. The development of the site would not result in the loss of other important resources such as carbon rich soils, peatland or raised/intermediate bog. The development of brownfield land within the settlement boundary is favoured within the current EALDP (2017) and LDP2 MIR. In overall terms, environmental impacts on soil are likely to be positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is entirely contained within low-medium fluvial flood risk, within the 1 in 200 year event. The development of this site could exacerbate existing flood risk. As the whole of the site is contained within the flood risk, it is unlikely to appropriate design and layout could reduce the potential implications. Thus, having significant negative environmental impacts on the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive</b>	Retail development on this site could potentially have a neutral impact on air quality depending on the nature of the proposed use. With regard to transport, impact of this development could have a minimal impact by being within the settlement boundary and within walking distance of the town centre and the residential areas that it would potentially service. There are bus routes that stop within walking distance. The impact of proposed development alone on air quality is considered to be adverse, but directing the proposed use to a place such as this would overall reduce the adverse impacts on air quality and climate change.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Neutral</b>	The site does not contain nor does it lie in proximity to any designated or safeguarded sites. The reuse of brownfield land is understood to avoid further development on natural and rural areas and is thus supported by EAC. In overall terms, impacts are considered to be neutral.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Retail development on this site could potentially have both positive and negative impacts on air quality depending on the nature of the proposed use. With regard to transport, impact of this development could have a minimal impact by being within the settlement boundary and within walking distance of the town centre and the residential areas that it would potentially service. There are bus routes that stop within walking distance, having positive impacts. However, it is recognised that there are safety concerns regarding the existing footpaths along the A71. The impact of proposed development alone on air quality is considered to be adverse, but directing the proposed use to a place such as this would overall reduce the adverse impacts on air quality and climate change. In terms of climate resilience, environmental impacts are considered to be negative as the site is identified within

	the extents of the 1 in 200 year fluvial flood event. The development of this site could exacerbate flood risk. In overall terms, impacts on climatic factors are likely to be positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Environmental impacts are therefore considered 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>Positive/Negative</b>	Retail development on this site could potentially have both positive and negative impacts on air quality depending on the nature of the proposed use. With regard to transport, impact of this development could have a minimal impact by being within the settlement boundary and within walking distance of the town centre and the residential areas that it would potentially service. However, retail developments would be more appropriately located within the town centre of Galston. There are bus routes that stop within walking distance, having positive impacts. However, it is recognised that there are safety concerns regarding the existing footpaths along the A71, so it is uncertain whether these would be appropriately utilised. The impact of proposed development alone on air quality, and in turn population, is considered to be adverse, but directing the proposed use to a place such as this would overall reduce the adverse impacts on air quality and climate change. In terms of climate resilience, environmental impacts are considered to be negative as the site is identified within the extents of the 1 in 200 year fluvial flood event. The development of this site could exacerbate flood risk. In overall terms, impacts on population are likely to be positive and negative.
<b>Human Health</b>	<i>To promote improve health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use which will in turn have a detrimental impact on human health. However, the site is accessible, within a walkable distance of the centre of Galston. There is an SPT bus route (with associated stops) in close proximity to the site, the site would therefore be connected to an existing public transport network having positive impacts on human health. There is opportunity to integrate an active travel network, having a positive impact on population. In terms of climate resilience, the site is significantly constrained by both fluvial flood risk from the River Irvine, which could be proliferated by changes in climate, having a detrimental impact on human health and resilience. In overall terms, it is considered that the development is likely to have both positive and negative impacts on population. Development in this site could be accessed by active travel or public transport which would have a positive effect on human health.
<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>	This is a brownfield sit, the development of which is encouraged, and as such, the identification of this site is in line with this aim. The development of the site would bring brownfield land back into use, having a positive impact on material assets. It would also result in the treatment and/or removal of contaminated land, having a positive impact. The site is integrated with an existing active travel and public transport networks, having positive impacts on material assets. However, the site is significantly

	constrained by the 1 in 200 year flood event which will have a detrimental impact on climate resilience and in turn, material assets. In overall terms, the development of the site is likely to have both positive and negative impacts.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Low Development Risk, Potentially Contaminated Land.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Fluvial Flood Risk is Medium.	
Access	The site is accessible and integrated within public transport. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	This is a brownfield site located within Galston, west of Galston Primary School. Any proposals should ensure a positive interface with the A71 and that attractive and integrated active travel routes are available.	
WWTW Capacity & Waste Water	Capacity available depending on demand figures. More information needed. Early engagement with Scottish Water required.	
Water supply	Capacity available depending on demand figures. More information needed.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO
MIR Overall Recommendation		
Positive/Negative	This is a brownfield site within the Galston settlement boundary. Development in this site would bring vacant land back into use, in a relatively accessible location which is well connected in terms of active travel and public transport links. There is medium fluvial flood risk, low Coal Authority Development Risk and the site has potential contamination. The redevelopment of brownfield land is generally supported. However, should the site be taken forward, the design and layout would need to mitigate against the identified constraints.	
	In overall terms, environmental impacts are considered to be positive/negative.	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	47	
Settlement	Galston	
Address	Loudoun Castle Estate	
Description	The Loudoun Castle estate is a large site within the immediately vicinity of the Galston settlement area, enclosing A Listed Buildings and Historic Gardens. The site is allocated as a Miscellaneous Development Opportunity within the EALDP (2017). The site has a planning history relating to the proposed use.	
OS Grid Ref	NS5038SE	
Current Use	Brownfield	
Proposed Use	Housing	
Use Description	Leisure and Tourism	
Site Size	183.0ha	
Land type	Brownfield	
Source of Site	Loudoun Woods Homes Ltd.	
Outside Settlement	Yes	Rural Protection Area, Miscellaneous Opportunity, Historic Gardens and Designed Landscapes.
Allocations/Props		
LDP Policies	OP1, OP2, RES 1, RES 2, RES3, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	19/0638/PP Erection of 2 no. holiday lodges	Withdrawn
Planning History	10/0938/PP - Refused, 12/0087/PP - Refused, 12/0187/PP - Approved with Conditions, 12/0209/PP - Approved with Conditions, 12/0584/PP - Approved with Conditions, 12/0756/PP - Approved, 13/0028/EIASCR - EIA Required, 13/0028/PP - Approved, 13/0031/EIASCR - EIA required, 13/0086/PP - Approved with Conditions, 14/0632/PP - Approved, 14/0852/PPP - Withdrawn, 15/0015/PREAPP - Approved, 15/0088/PP - Approved with Conditions, 15/0271/PP - Approved with Conditions, 15/0451/PP - Withdrawn, 15/0676/PPP - Refused, 16/0049/PP - Refused, 17/0419/PP - Approved with Conditions, 18/0014/PP - Approved with Conditions, 19/0638/PP - Withdrawn	

## Strategic Environmental Assessment (SEA) Pro forma

<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 northern half of the site is classified as “Upland River Valleys – Ayrshire” (SNH Character type 69) and includes a significant volume of native woodland. Key characteristics of this classification consists of the varying river valley landforms with broad open sections, steep valleys, moorland vegetation, improved pasture and open views. The southern half of the site is classified as “Lowland River Valleys – Ayrshire” (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. Loudon Castle Estate stands out for its' natural setting, comprising designated Designed Landscapes and the largest Ancient Woodlands in East Ayrshire. Any enabling residential development would need to be minimal and carefully sited to reflect its natural and historical relevance. The development of this estate is likely to have a positive impact as the site is currently unmaintained and in disrepair. However, there is potential for its development to detract from the setting of its designation. As such, impacts are likely to be both positive and negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	There are different degrees of Coal Development Risk in the site, ranging from High in the north-western part to Low in most of the site, while the north-eastern corner is free from such risk. As such, there is potential risk to the development as a result of previous mining activity. There are coal seams in the area. The southern half of the site is designated as Locally Important Good Quality Agricultural Land, and thus new development would result in loss of an important soil resource. The site borders a number of archaeological sites. The site is also constrained by areas of contaminated land within the site. The development could result in the treatment and/or removal of contaminated land, having a positive impact on soil quality. The development of the site is likely to have both positive and negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is subject to flood risk at various locations. Flooding is restricted to surface water flood risk extents focusing along existing burns. These range from low-high risk to low risk. Although the risk is high in these locations, they tend to coincide with already protected areas of woodland. There are potentially negative impacts as a result of this risk. In overall terms, as a precaution, impacts are considered to be negative.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Residential development in this site is likely to worsen air quality. The estate comprises large areas of woodland and open green space; any detracting from them would by itself adversely impact air quality. On top of this, a new residential and visiting populations would proliferate car use, even more so if the development is set in parts of the estate that are farthest from the main road. There are Core Paths and Rights of Way crossing and bordering the estate and a SPT bus route stops near the main access, which could potentially reduce these impacts by encouraging active travel and public transport. Overall, however, any such development is likely to have both positive and negative impacts on air quality.



<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The estate has a high value for biodiversity. It forms part of several natural networks such as Acid Grassland (non-core high dispersal), Woodland (hotspot), and Wetland (hotspot). The estate's Ancient Woodlands are some of the best examples in East Ayrshire, and indeed, in addition to being a Designated Designed Landscape, a large part of the site is covered by the Loudoun Castle Woodlands and Waterside Local Nature Conservation Site. As such, any new development is likely to have a severe impact on wildlife and biodiversity that should be addressed and minimised. In overall terms, impacts on biodiversity are likely to be negative through the loss of habitat.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Residential development in this site is likely to worsen air quality. The estate comprises large areas of woodland and open green space; any detracting from them would by itself adversely impact carbon capture. On top of this, a new residential and visiting populations would proliferate car use, even more so if the development is set in parts of the estate that are farthest from the main road. There are Core Paths and Rights of Way crossing and bordering the estate and a SPT bus route stops near the main access, which could potentially reduce these impacts by encouraging active travel and public transport. There are potential implications in terms of climate resilience, with surface water flooding exacerbated under a changing climate. Overall, however, any such development would significantly contribute to climate change.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Positive</b>	The historical relevance of this estate is recognised in the several designations that apply to different parts of the site, such as Loudoun Castle (A-listed), the Cottage (B-listed), Loudoun Castle Designed Landscape, as well as a large number of TPOs. However, it is recognised that development in this location would enable conservation works to bring the ruined Loudoun Castle back to a usable state. Development that enables recovery of this historic asset is understood to have a positive impact on cultural heritage.
<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>	Residential development in this estate which is detached from any surrounding settlements would in essence constitute a new town. However, the use of the leisure/tourism facility is likely to have an impact on population as well. All the services would have to be provided. The development of this site is likely to put pressure on existing facilities, amenities and services. There is opportunity for the site to be connected to existing active travel and public transport network, having a positive impact on population. However, the development would also proliferate private car use which would have a negative impact on air quality, and in turn population. Should the development incorporate residential dwellings, the site could also include a population which would depend on their private means of transportation to reach most places and services. In overall terms, environmental impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The estate with its dense woodlands and quality landscapes, sitting within a rural environment, would have per se a beneficial effect on health. There are several opportunities to further encourage a healthy lifestyle such as integration with Rights of Way and Core Paths,

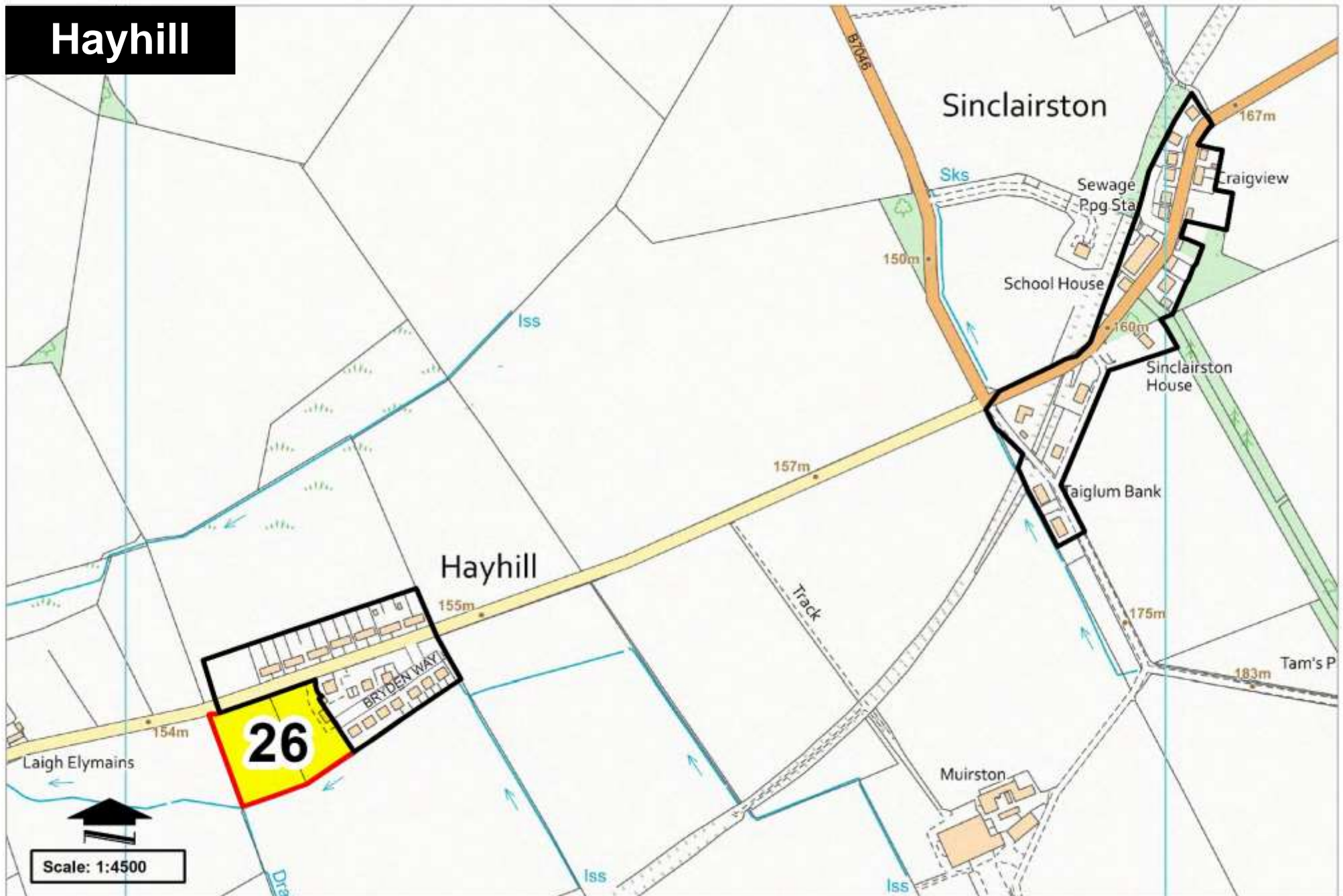
	and extensive tree-lined promenades. The car-dependant lifestyle that would result from development in this location, however, would have an adverse impact on human health. In overall terms, environmental impacts on human health are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	This site contains several assets which are to be preserved, including Listed Buildings, Designed Landscapes, Protected Trees, and Prime Quality Agricultural Land. There is potential for the development to have a negative impact on these assets if an inappropriate design and layout is utilised. It is recognised, however, that the effective reuse of some of these assets, namely Loudoun Castle, may need enabling development. The development of Loudoun Castle Estate as a leisure/tourism attraction is likely to have positive impacts increasing facilities and material assets. However, it is also likely to put significant pressure on these material assets (including the road network, bus services). In overall terms, impacts are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority High and Low Development Risk	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - YES - Southern part of the site contains locally important good quality agricultural land 3(2)
	Vacant and Derelict Land - NO	Contamination - YES
Water	No flood constraints.	
Access	The site is relatively isolated and parts of it would be poorly connected; care must be taken when assessing accessibility proposals.	
SNH comments	This is a very large, detached site located north of Galston on the former amusement park site. We note that the site is allocated for tourism development in the current Local Development Plan. Development here would effectively be a new settlement and would require careful consideration to ensure a sustainable development. If allocated, a masterplan approach should be taken to ensure cohesion across the site as well as ensuring appropriate siting and layout. This site is covered by the Loudoun Castle Gardens and Designated Landscape designation. The site benefits from a number of areas of woodland identified on the ancient and semi-natural woodland inventories and is the largest area of ancient woodland in East Ayrshire. Such woodland should be retained and incorporated into the design of the development. Proposals would be required to carry out bat surveys and inform the design of the development on these. Safe and attractive active travel provision both throughout the site and to the strategic network beyond will be an important consideration to encourage sustainable travel. There are opportunities to enhance the green network as well as contributing to it through the creation of high quality multifunctional green infrastructure such as SuDS and green roofs. These should be incorporated into the design and provide multifunctional benefits including recreational opportunities.	
Historic Environment Scotland (HES) comments	Our comments of 18 December 2019 on the draft Main Issue text for this site remain relevant to this proposed site.	

<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units. Nearest sewer network to the proposed site is located a considerable distance from public network- new installation from site to public sewer needed- must be funded and carried out by developer.
<b>Water supply</b>	Sufficient capacity in current system. A water impact assessment would be required for this site.
<b>Housing Land Audit (HLA) 2019 NO</b>	<b>Homes for Scotland (HfS) Member NO</b>

## MIR Overall Recommendation


<b>Positive/Negative</b>	<p>Loudon Castle Estate is a historically and environmentally significant asset in East Ayrshire. It contains an A-listed building, historic designed Landscapes, and the largest ancient woodland within the Local Authority. The state of conservation of the Castle, however, is very poor, and development may be needed to enable its consolidation and reuse. Very careful consideration of this development is need to safeguard this fundamental asset for natural and built heritage and its biodiversity and amenity benefits.</p> <p>In accordance with SNH's comments, if allocated, a masterplan approach should be taken to ensure cohesion across the site as well as ensuring appropriate siting and layout. All natural assets such woodland should be retained and incorporated into the design of the development. Proposals would be required to carry out bat surveys and inform the design of the development on these. In overall terms, it is likely that the development of the site is likely to have significant environmental impacts on a number of receptors.</p> <p>Impacts are likely to be positive and negative.</p>
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# Hayhill



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	26		
Settlement	Hayhill		
Address	Hayhill West		
Description	The site is located out with the settlement boundary of Hayhill, south-west of Sinclairston. This is a large site by comparison to the scale of the existing settlement. The site has a planning history which relates to the proposed use (19/0191/PPP).		
OS Grid Ref	NS4616SW		
Current Use	Agricultural land		
Proposed Use	Housing		
Use Description	Residential - 25 units		
Site Size	1.0ha		
Land type	Greenfield		
Source of Site	Hayhill Developments Ltd		
Outside Settlement	Yes		
Allocations/Props	Rural Diversification Area		
LDP Policies	RES 5, RES 6, RES 7, RES 8, IND3, TOUR 3, RES 2,OP1, OP2, TOUR 1, TOUR 2, ENV 1, ENV 2, ENV 8, ENV9, ENV 11, ENV 12, ENV 13, ENV 14, RES 10, RES 12 and RES 13.		
Most Recent App	19/0191/PPP Residential development	Refused	
Planning History	19/0191/PPP - Refused		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is located to the south-west of Hayhill, on vacant land. The site borders residential dwellings to the east and extends westwards. The site is classified as "Agricultural Lowlands" (SNH 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 development of this site, would constitute a significant extension to the settlement of Hayhill, having a detrimental impact on the landscape character of the location. Impacts are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site does not incorporate any contaminated land. The site is found within the Coal Authority's Low development risk area, this could have potentially adverse implications for the development, as past mining activity has taken place. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, development of this site is considered to have negative impacts on soil. However, it is considered that negative impacts could be mitigated against through consultation, careful considerate design and layout.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from fluvial or pluvial flooding. As such, development of the site is unlikely to have any positive or negative impacts on the water environment. In overall terms, the impacts are considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Hayhill is a small rural settlement, relatively isolated, and as such it is not considered to be sustainably located. As such, development of the site would be likely to proliferate private car use as a result of increasing the residential population of the area. However, despite the rurality of the site, an SPT bus route extends along its northern extents. The settlement has two SPT bus stops which are in close proximity to the site. As such, there are strong public transport connections. In overall terms, the site is likely to have both positive and negative impacts in terms of air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Hayhill is a small rural settlement, relatively isolated, and as such it is not considered to be sustainably located. As such, development of the site would be likely to proliferate private car use as a result of increasing the residential population of the area. However, despite the rurality of the site, an SPT bus route extends along its northern extents. The settlement has two SPT bus stops which are in close proximity to the site. As such, there are strong public transport connections. The site is not at risk from flooding, as such, the site would not have a detrimental impact on climate resilience. In overall terms, the site is likely to have both positive and negative impacts in terms of air quality.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>

Neutral	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes or archaeological sites/areas. The impacts are therefore considered to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Hayhill is a small rural settlement, relatively isolated, and as such it is not considered to be sustainably located. As such, development of the site would be likely to proliferate private car use as a result of increasing the residential population of the area. However, despite the rurality of the site, an SPT bus route extends along its northern extents. The settlement has two SPT bus stops which are in close proximity to the site. As such, there are strong public transport connections. In overall terms, the site is likely to have both positive and negative impacts in terms of air quality.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	This development is likely to proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. However, despite the rurality of the site, an SPT bus route extends along its northern extents. The settlement has two SPT bus stops which are in close proximity to the site. As such, there are strong public transport connections. In overall terms, the site is likely to have both positive and negative impacts in terms of air quality.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Diversification Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary and identify and allocate land within rural clusters to restrict the residential expansion of rural East Ayrshire. As such, the identification of this site would be contrary to this aim. The site is also not considered to be sustainably located.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority's Low development risk area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	Access is not considered to be sustainable. The site is accessible by private car and public transport, but the settlement is isolated. There is not active travel network in proximity.	
SNH comments	This is a sloping site which defines the southern edge of the settlement of Hayhill from the west. Development of the site as a whole would be a significant extension to the size of the settlement and would erode the rural setting, however, we consider that there may be capacity for development in the eastern pocket of the site. We consider that the band of semi-natural woodland running north-south in the centre of the proposed site is an appropriate edge to the development, preventing incremental erosion of the rural setting and remaining in line with existing housing on the north side of the road. Proposals should ensure active frontages with	

	a positive interface with the road as well as cohesion with existing development. Active travel provision should also be incorporated into proposals.	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project required for Drognan WWTW and early engagement with Scottish Water recommended. 15' trunk main runs immediately along the boundary of the site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has potential to be made deliverable. However, the site will be constrained by significant environmental factors such as landscape character, soil and biodiversity. As outlined within SNH's comments, there is capacity within the eastern pocket of the site, the semi-natural woodland should be utilised as the boundary for this capacity extents.</p> <p>There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed, and developed to the proposed scale. Should the site be taken forward, the settlement boundary of Hayhill would need to be altered to incorporate the site.</p>	

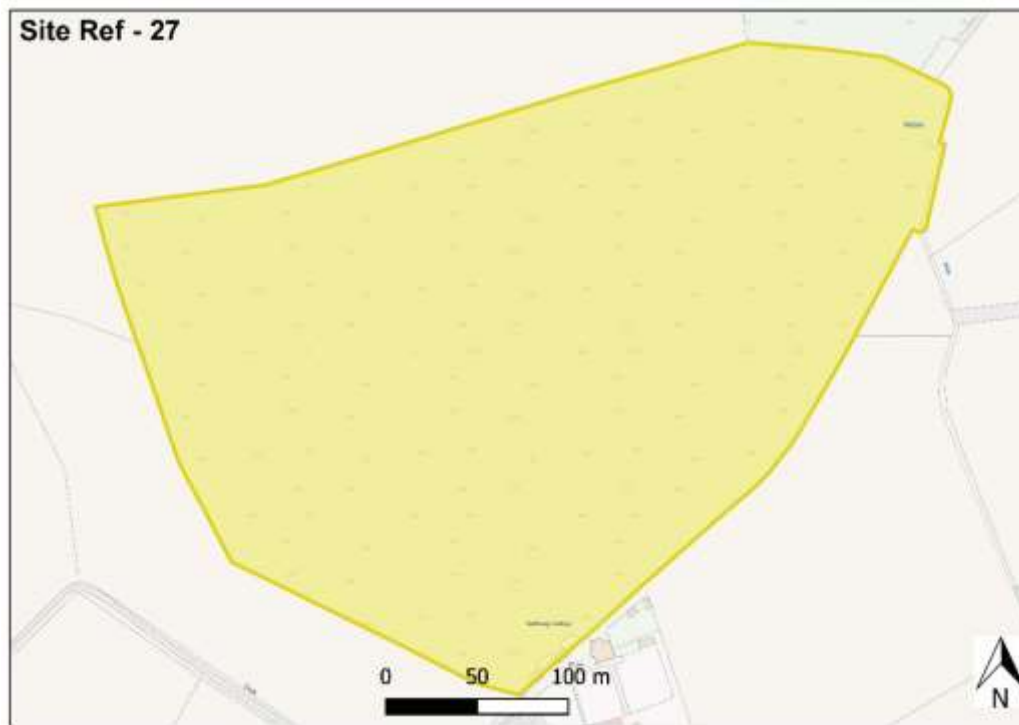


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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	27
Settlement	Kilmarnock
Address	North Craig reservoir
Description	The site is located to the north of Kilmarnock's settlement boundary. The site is flat and marshy, formerly utilised as a reservoir. The site is contained within the Rural Protection Area, as identified within the EALDP (2017). The site has no planning history.
OS Grid Ref	NS4341SE
Current Use	Vacant
Proposed Use	Housing
Use Description	Residential - 200 units
Site Size	10.2ha
Land type	Brownfield
Source of Site	Keppie Planning
Outside Settlement	Yes
Allocations/Props	Rural Protection Area
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.
Most Recent App	04/1071/FL Retaining Berm To The West Of The Former North Craig Reservoir To Be Used To Infill Area Of Redundant Reservoir And Levelled
Planning History	04/1071/FL - Refused



## Strategic Environmental Assessment (SEA) Pro forma

Landscape	To protect, and where appropriate, restore landscape, local distinctiveness and areas of value
Positive/Negative	The brownfield site is located immediately adjacent to the Kilmarnock settlement boundary. The site is not subject to any environmental designation and is somewhat concealed by topography and vegetation. It is considered that any new dwelling(s)



	would not have a significant landscape impact. SNH has, however, identified it as being the potential location of a Local Nature Reserve (LNR) and it is therefore considered that the loss of such an environment would have a positive/negative impact.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site is listed under PAN33 and considered to be potentially contaminated. The development of the site could have positive impacts as a result of the treatment and/or removal of contaminated land. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. The site is found within the Coal Authority's Low development risk area, this could have potentially adverse implications for the development, as past mining activity has taken place. Impact of development of the land is therefore considered to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	A portion of the southern part of the site is subject to surface water flood risk, however, it is considered that regrading of the site and appropriate SUDS measures could potentially alleviate any potential issues. Development of the site is unlikely to have any positive or negative impacts on the water environment, subject to appropriate mitigation. In overall terms, environmental impacts are likely to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The site is a considerable distance from both Kilmarnock town centre (3km) and any potential shopping facilities or other services. Bus services are located around 600m from the site entrance via Core Path K15: Northcraig Reservoir, however, it may be poorly lit at night and potentially dangerous. The main road leading to the site is more distant from bus stops (1km), has no dedicated footpaths and is at national speed limit (60mph). Whilst public transport is relatively close, more than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	SNH has identified the site as being the potential location of a Local Nature Reserve (LNR) with the potential presence of protected species. It is therefore considered that the loss of such an environment would have a negative impact and contrary the recommendations of SNH. The development of the site could result in the loss and/or fragmentation of habitat which is contrary to the MIR. In overall terms, impacts on biodiversity, flora and fauna are likely to be negative.
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is a considerable distance from both Kilmarnock town centre (3km) and any potential shopping facilities or other services. Bus services are located around 600m from the site entrance via Core Path K15: Northcraig Reservoir. There is opportunity for the site integrate into existing active travel and public transport networks, having a positive environmental impact on climatic factors. The main road leading to the site is more distant from bus stops (1km), has no dedicated footpaths and is at national speed limit (60mph). Whilst public transport is relatively close, more than 400m is considered to be outside of the

	recommended walking distance and it is likely that a majority of trips will be by private car. In overall terms, environmental impacts are likely to be both positive and negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes or archaeological sites/areas. The impacts are therefore considered to be neutral, subject to appropriate and robust mitigation measures to be put in place to address any potential negative effects, and cumulative impacts should neighbouring sites be developed.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Negative	The site is a considerable distance from both Kilmarnock town centre (3km) and any potential shopping facilities or other services. Bus services are located around 600m from the site entrance via Core Path K15: Northcraig Reservoir. The main road leading to the site is more distant from bus stops (1km), has no dedicated footpaths and is at national speed limit (60mph). Whilst public transport is relatively close, more than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. The development would be isolated from the settlement envelope of Kilmarnock and it is therefore considered that development would have a negative impact.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Negative	Bus services are located around 600m from the site entrance via Core Path K15: Northcraig Reservoir, out with a recommended 400m walking distance. The main road leading to the site is more distant from bus stops (1km), has no dedicated footpaths and is at national speed limit (60mph). Development would therefore proliferate private car use and have a detrimental impact on air quality, and in turn, human health. In overall terms, the environmental impacts are likely to be negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Diversification Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary and identify and allocate land within rural clusters to restrict the residential expansion of rural East Ayrshire. As such, the identification of this site would be contrary to this aim. The site is not considered to be sustainably located and as such, this would put pressure on existing material assets. In overall terms, the environmental impact is considered to be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority's Low development risk area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Surface water flood risk	

<b>Access</b>	Access is not considered to be sustainable. The site is accessible by private car, public transport and by a Core Path, but is somewhat isolated from the current settlement envelope.	
<b>SNH comments</b>	We understand that this site and the surrounding area have a history of planning applications, however, we note that this site is out with the current settlement boundary. We consider that this site should only be developed if Site 64 is taken forward and that a masterplan approach is taken to ensure cohesion across all proposed developments, including those to the north-east of the site. With Sites 61 and 64, there would be significant cumulative landscape impacts. Proposals should promote green networks through native planting to create habitat corridors consistent with principles set out by Central Scotland Green Network (CSGN). A band of semi-natural woodland runs along the northern edge of the site which should be retained and incorporated into the design of the development, ensuring an appropriate buffer is provided. Active travel connections should be provided, creating a network of paths which link into the wider strategic network. Proposals should also ensure active frontages. Up to date protected species surveys should be provide with proposals. We understand that these sites were being considered as a potential Local Nature Reserve (LNR). We endorse consideration of this as it would be easily assessible to the local community, providing opportunities for engagement with natural heritage in an urban setting.	
<b>HES comments</b>	The site is adjacent to, or in the vicinity of, LD12523 Rowallan Castle and GDL00333 Rowallan Castle. Whilst we consider that the principle of development is likely to be acceptable, it will require robust mitigation measures to be put in place to address potential negative effects. The cumulative effects of developing two or more of these sites should also be taken into account.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units.	
<b>Water supply</b>	Sufficient capacity in current system. A water impact assessment would be required for this site.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (Hfs) Member ASSOCIATE</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site is close to current residential development and it would be possible to access other parts of Kilmarnock via Core Path and reach public transport. Nevertheless, the site is somewhat isolated, would proliferate private car use and access by the main entrance would potentially be hazardous to pedestrians.</p> <p>Furthermore, SNH has suggested that the site should be a Local Nature Reserve (LNR) with a potential for the presence of protected species, it is potentially subject to contamination and would take place outside the current settlement boundary. Whilst access by public transport is possible via Core Path and would make use of brownfield land, the proposal is not considered appropriate for the site in question.</p> <p>In overall terms, the environmental impacts of the development of this site are likely to be positive/negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	28	
Settlement	Kilmarnock	
Address	Fardalehill West	
Description	<p>The site in question is a very large site, which is located at the edge of the settlement on a mixture of greenfield and brownfield land. The site does not have a planning history. The site is contained within the Rural Protection Area, as identified within the EALDP (2017).</p>	
OS Grid Ref	NS4038NE	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential	
Site Size	66.3ha	
Land type	Greenfield	
Source of Site	Savills	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	02/0377/FL Proposed Extension Of Existing STRS Compound For A Heating Installation	Approved with Conditions
Planning History	02/0377/FL - Approved with Conditions	

Site Ref - 28

Woodhill Burn

South Woodhill

Greenhill Mound

Greenhill Smallholdings

Fardalehill

Works

Depot

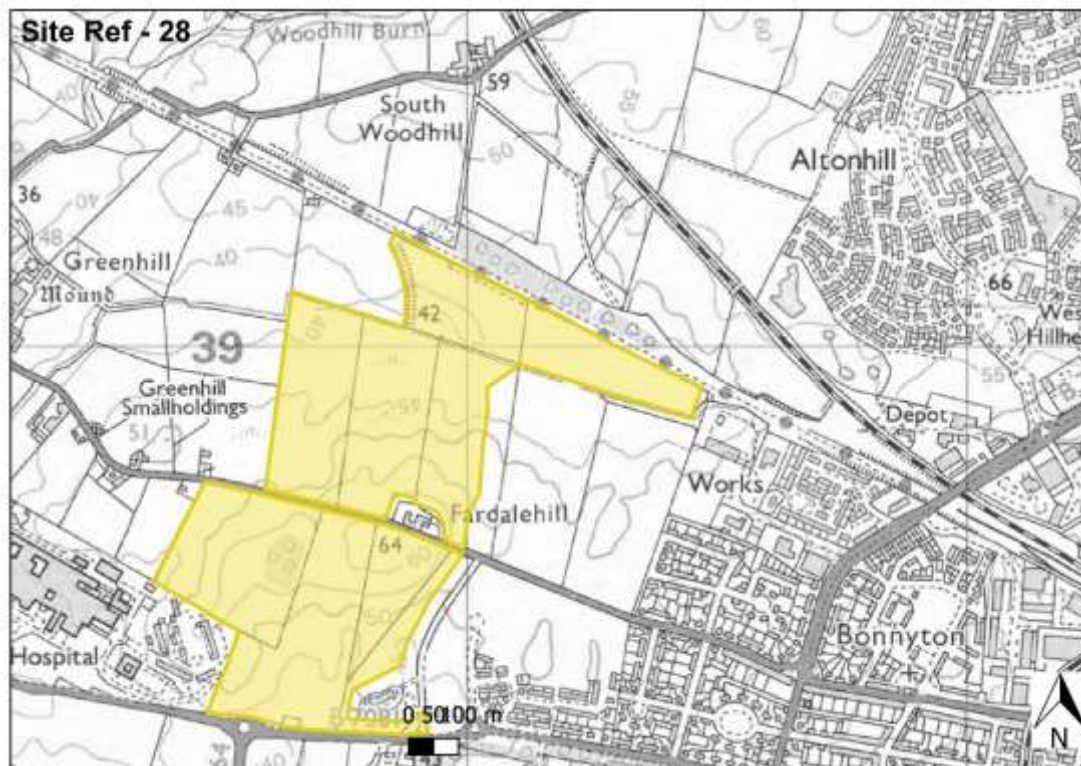
West Hillhead

Altonhill

Bonnyton

0 50 100 m

N



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	A pocket of native woodland is located at the south of the site close to Crosshouse Hospital, a strip of trees runs adjacent to the hospital and another adjacent to the former Irvine rail line in the northern part of the site. Land slopes gently to the north and in

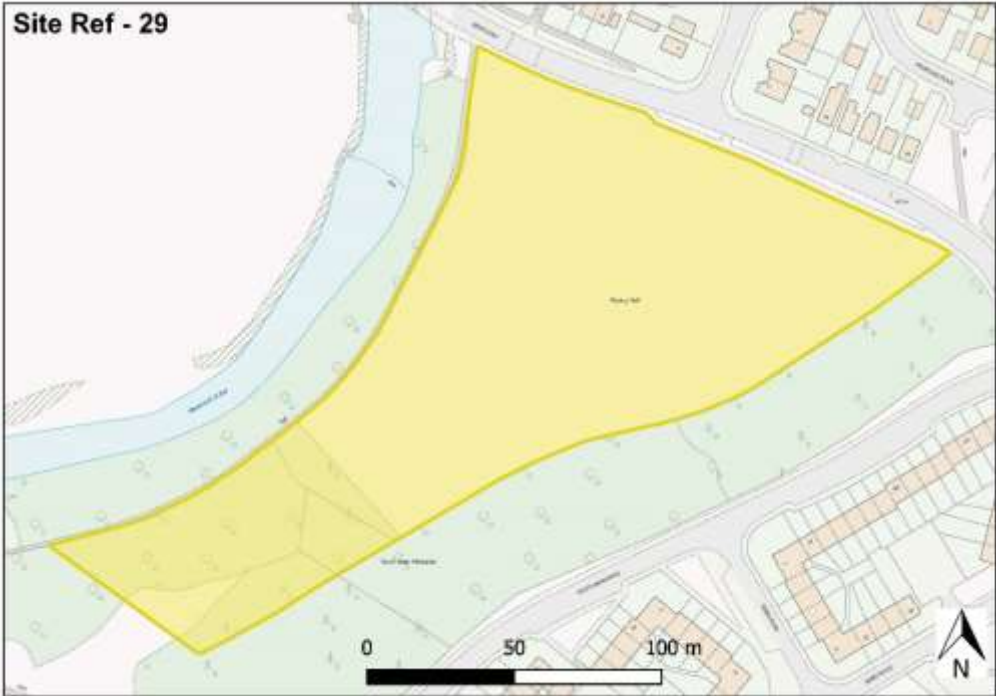
	general terms development of the site would constitute a significant and highly visible extension of the town. In overall terms, the environmental impacts of the development on landscape are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Much of the site is found within the Coal Authority's High development risk area and this could have potentially adverse implications for the development, as past mining activity has taken place. A number of mine entries on the site are identified by the Coal Authority and there is evidence of shallow workings. Development would result in the loss of locally important good quality agricultural land. In overall terms, development of this site is considered to have negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from fluvial flooding, however, there are large pockets of low-high surface water flood risk at the centre of the site. It is however considered that regrading of the site and appropriate SUDS measures would alleviate any potential issues. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral, subject to appropriate mitigation and on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The southernmost edge of the site is located immediately adjacent to a bus route and it would be expected that such a large development would incorporate bus routes as part of a masterplan. Nevertheless, the site is not within walking distance of local services and it is likely that many journeys would be taken by private car. In overall terms, environmental impacts are likely to be positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites, however, it forms part of the Central Scotland Green Network Grassland Network and there is an area of Native woodland. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. Impact are therefore considered to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Whilst the site is relatively close to a bus route and approximately 2km from Kilmarnock town centre development is likely to have negative impacts on air quality through the proliferation of private car use, particularly given the likely scale of the development. Impact is considered to be have a positive impact on greenhouse gas emissions and therefore on climate due to the potential for bus use but also negative impact due continued to reliance on cars. In overall terms, environmental impacts are likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. As such, the development is likely to have neutral impacts.



Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site would arguably represent a logical extension of the settlement boundary and is located close to public transport. Nevertheless, it is not within walking distance of services and is located a considerable distance from Kilmarnock town centre. It is likely that private cars would extensively be used and development would, as such, have positive and negative impacts on population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	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 routes close to the site, so the site is connected to existing public transport networks, having a positive impact. In overall terms, impact on human health are likely to be positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is relatively well connected in terms of active travel networks and public transport, having positive impacts on material assets. However, it is considered that an extension of 600-800 residential units is likely to put pressure on the facilities and services of Kilmarnock, having a negative impact. The proposal would result in the removal of important greenfield habitat which plays an important flood plain function. In overall terms, impacts are considered to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development High and Low Risk.	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - YES - Locally important good quality-3(2)
	Vacant and Derelict Land - NO	Contamination - YES
Water	Flood risk: Surface water flooding in parts of site	
Access	Access via road and bus routes and footpaths and somewhat distant from Kilmarnock town centre. Nevertheless considered to be adequate, subject to assessment.	
SNH comments	This is a large site which is located out with the Kilmarnock's settlement boundary. The site is disconnected from existing development and contributes to the rural setting of the surrounding area with rolling hills and a network hedgerows throughout. Development of this site would be a significant extension to the urban character of Kilmarnock and would result in the coalescence of Kilmarnock and Crosshouse, undermining the function of the green belt/settlement boundary. We consider that this development should not be included in the Local Development Plan 2 as currently proposed. However, there may be capacity for development to the north of the B7081 in the southern part of the site following detailed assessment. Should this site be allocated, we consider that a masterplan approach would be appropriate, ensuring cohesion across the site as well as with existing and proposed development. Proposals should promote the integration of green networks offering	

	<p>multifunction benefits which should be considered at the outset of the design process and align with the principles set out by Central Scotland Green Network Partnership (CSGN). There is an opportunity to enhance the habitat network through green networks and the incorporation of the existing hedgerows and semi-natural woodland. Safe and attractive active travel connections should be provided by proposals, ensuring they are integrated with the strategic network and provide sustainable transport options to both Kilmarnock and Crosshouse.</p> <p>Development should have active frontages with a positive interface to existing and proposed roads.</p> <p>Proposals should ensure a strong landscape framework is provided, incorporating the network of hedgerows and semi-natural woodland.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units. Existing water infrastructure cuts through centre of site along Bonnyton Road and Surface water sewers cross through the lower part of site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member ASSOCIATE</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>Use of the site for housing would arguably constitute a logical extension to Kilmarnock, would be close to existing public transport links and, whilst not complying precisely with the location of Future Growth Area (FGA) 2, is in the approximate area of agreed westward growth. Nevertheless, much of the area is at a high risk from former mining activity, may result in the loss of native woodland and would adversely impact the greenfield habitats.</p> <p>In accordance with SNH's comments, the site contributes to the rural setting of the surrounding area with rolling hills and a network hedgerows throughout. Development of this site would be a significant extension to the urban character of Kilmarnock and would result in the coalescence of Kilmarnock and Crosshouse, undermining the function of the green belt/settlement boundary.</p> <p>In overall terms, environmental impacts are likely to be positive/negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	29	
Settlement	Kilmarnock	
Address	Land at Dean Road	
Description	The site in question is a small area of protected high quality green space close to Dean Castle Country Park. The site is contained within the settlement boundary. The site has a planning history which relates to the proposed use (19/0816/PP; 18/0554/PPP). These applications were refused.	
OS Grid Ref	NS4338NE	
Current Use	Agricultural land, restored OCCS, active haul road and coal stock yard	
Proposed Use	Housing	
Use Description	Residential	
Site Size	2.2ha	
Land type	Greenfield	
Source of Site	Persimmon	
Outside Settlement	No	
Allocations/Props	Safeguarded Open Space	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	19/0816/PPP Erection of residential development including associated access, infrastructure and landscaping.	Refused
Planning History	18/0554/PPP - Refused, 19/0816/PPP - Refused	

## Strategic Environmental Assessment (SEA) Pro forma

<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 within Protected Open Space as defined in the East Ayrshire LDP 2017 and the Dean Castle Garden and Designed Landscape. Ancient woodland is located at the south-east of the site and occupies around 1/3 of total site area. It is considered that development in this location would have a severe and adverse effect on landscape character.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Much of the site is found within the Coal Authority's High development risk area and this could have potentially adverse implications for the development, as past mining activity has taken place. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, development of this site is however considered to have negative impacts.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	Much of the site is not at risk from pluvial flooding, however, the northernmost edge is subject to flow-medium fluvial flood risk the Kilmarnock Water in the 1 in 200 year event. The development of the site, should it take place out with these areas, is unlikely to have any positive or negative impacts on the water environment. It is considered that the flood risk could be alleviated through appropriate mitigation in terms of layout and design. In overall terms, the impacts are considered to be neutral, subject to mitigation, and on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive</b>	The site is located within close walking distance of bus services (250m) and local shops (400m) on Grassyards Road and it is considered that use of private cars would therefore to some extent be mitigated. The impact of development on this site in preference to others would therefore be positive, in overall terms.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site contributes to the green corridor and is identified as Safeguarded Open Space and is contained, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<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 located within close walking distance of bus services (250m) and local shops (400m) on Grassyards Road and it is considered that use of private cars would therefore, to some extent be mitigated. The impact of development on this site in preference to others, would therefore be positive, should the site be developed in preference to more peripheral locations. In terms of climate resilience, there is potential for the development of the site to exacerbate existing flood risk, having future implications for risk under a changing climate. In overall terms, the environmental impact of the development of this site is positive and negative.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Negative	The site is located immediately adjacent to a listed building (Lauder Foot Bridge) and is close to listed structures at Dean Castle. The site is also contained within a Non-Inventory Garden and Designed Landscape, these are not of national importance but of local importance. Development is likely to have a negative impact on these assets, although it is considered that this could be reduced by through appropriate design. However, as a precaution impacts are considered to be negative.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is located close to public transport, local shops and 1.5km of Kilmarnock town centre, having a positive impact on population. The development would, however, have a severe adverse impact on the green network removing a large are of open space of recreational value. It is therefore considered that development would have positive and negative impacts.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is located close to public transport, local shops and 1.5km of Kilmarnock town centre. The development would, however, have a severe adverse impact on the green network removing a large are of open space of recreational value. It is therefore considered that development would have positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is located close to public transport, local shops and 1.5km of Kilmarnock town centre. The development would, however, have a severe adverse impact on the green network removing a large are of open space of recreational value. It is therefore considered that development would have positive and negative impacts on material assets. It is noted, however, that the loss of safeguarded open space is contrary to the EALDP (2017) and the LDP2 MIR and not supported.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development High and Low Risk.	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	Flood risk	
Access	No access concerns - Relatively well connected.	
SNH comments	This site is located on safeguarded open space on the banks of Kilmarnock Water as identified in the current Local Development Plan therefore development of this site would result in the loss of amenity open space. It would also adversely affect the functions and amenity of the Kilmarnock Water corridor. The south-west corner of the site is identified as ancient and semi-natural woodland.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed units. Existing sewer main runs through site- early engagement with Scottish Water required to determine stand-off distances that may impact site viability.	
Water supply	Sufficient capacity in current system.	



Housing Land Audit (HLA) 2019 **NO**

Homes for Scotland (HfS) Member **YES**

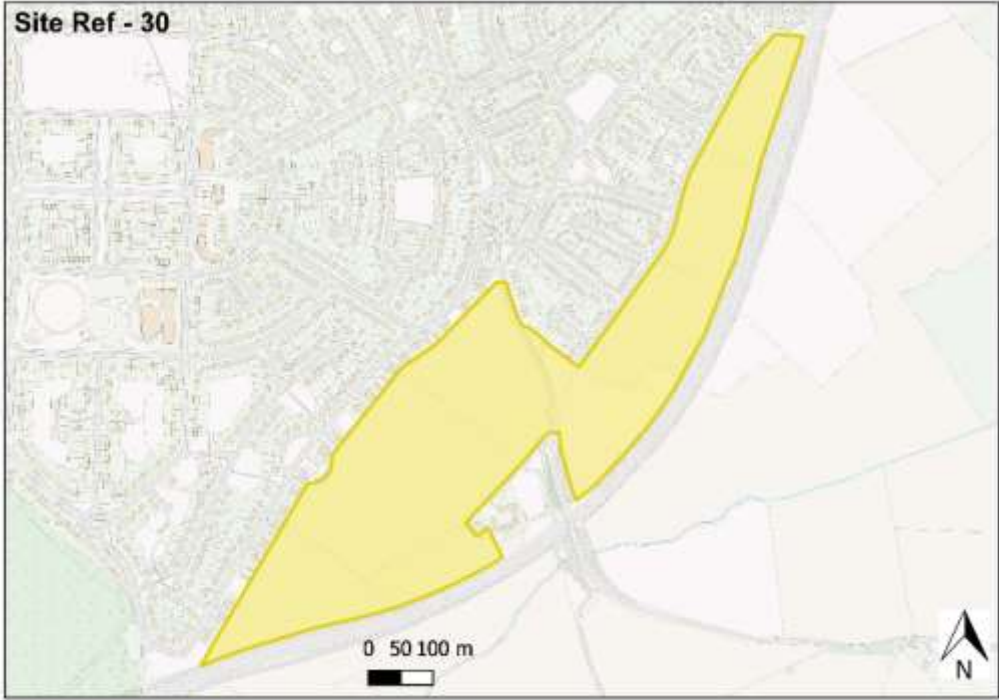
### MIR Overall Recommendation

#### Negative

It is considered that this location is not suitable for development, that any development would be damaging and that it should continue to form part of the local area's protected open space.

As stated by SNH, This site is located on safeguarded open space on the banks of Kilmarnock Water as identified in the current Local Development Plan therefore development of this site would result in the loss of amenity open space. It would also adversely affect the functions and amenity of the Kilmarnock Water corridor. The south-west corner of the site is identified as ancient and semi-natural woodland. As such, it is not considered to be an appropriate location for residential development. Environmental impacts are considered to be negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	30	
Settlement	Kilmarnock	
Address	Land at Bridgehousehill/ Shortlees	
Description	This site is allocated in the EALDP 2017 for housing and the Housing Land Audit 2019 programmes around 35 units per year for the coming years. The site has a planning history which relates to the proposed use.	
OS Grid Ref	NS4334NW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Continue as a residential site	
Site Size	22.2ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	No	
Allocations/Props	321H	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	16/0279/PPP Planning permission in principle for the erection of residential development with associated access roads, open space, landscaping and other required infrastructure	Pending Decision
Planning History	16/0279/PPP - Approved with Conditions,	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Neutral	There are no defined landscape features within the site boundary and, whilst there would be some visual impact, it is considered that development would not have an adverse effect. The site has been allocated in the past and it can therefore be determined that landscape impact was considered to be acceptable. In overall terms, impact are considered to be neutral.

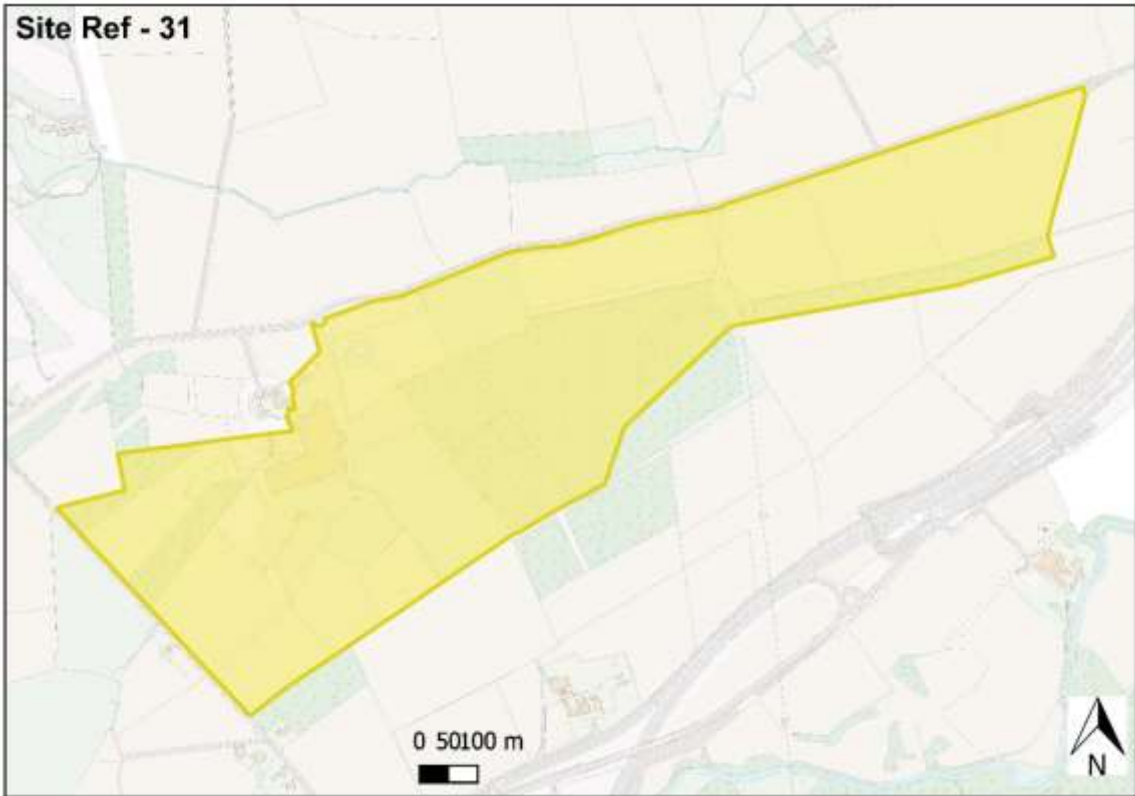
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Most of the site is found within the Coal Authority's High development risk area and this could have potentially adverse implications for the development, as past mining activity has taken place. The site is considered 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.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The land is subject to pluvial and fluvial flood risk in places, which has impeded development in the past. Mapping does not however suggest that the risk is severe and a large number of units are programmed to be built on the site as identified in the Housing Land Audit 2019. It is considered that any detrimental impacts could be reduced through appropriate mitigation measures, including SUDs, layout and design. Subject to mitigation, the development of the site is unlikely to have any positive or negative impacts on the water environment. In overall terms, the impacts are considered to be neutral, and on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The site is a considerable distance from Kilmarnock town centre (3km). However, shops are located around 500m away at Shortlees. Bus services are located around 250m from the presumed site entrance through the main road, having a positive environmental impact. The road is however single lane and has no dedicated footpaths and is at national speed limit (60mph) but is capable of being improved to allow the development to connect to nearby residential areas. 400m is considered to be outside of the recommended walking distance and bus stops fall within this distance, and could be considered to be a constraint on the development. However, it remains likely that the majority of trips will be by private car, proliferating greenhouse gas emissions, having a detrimental impact on air quality. In overall terms, environmental impacts are therefore considered 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. However, a portion of the centre of the site forms part of the Central Scotland Green Network Grassland Network (CSGN) neutral grassland network (non-core, high dispersal). Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland associated with the residential development, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. 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).
<b>Climate</b>	<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 a considerable distance from Kilmarnock town centre (3km), however, shops are located around 500m away at Shortlees. Bus services are located around 250m from the presumed site entrance via the main road. The road is however single

	lane and has no dedicated footpaths and is at national speed limit (60mph) but is capable of being improved to allow the development to connect to nearby residential areas. 400m is considered to be outside of the recommended walking distance and bus stops fall within this distance, however, it remains likely that a majority of trips will be by private car. The land is subject to fluvial and fluvial flood risk in places and such risk has impeded development in the past. Development of this site is likely to have positive and negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use whilst at the same time allowing for active travel.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	Two WoSAS SMR points are located immediately adjacent to the site, however, there are no recorded features of historic/cultural significance within the site. Impact is considered to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is immediately adjacent to the settlement boundary, within walking distance of shopping facilities and public transport. Nevertheless, the site is located some distance from Kilmarnock town centre and, as such, is considered to have both positive and negative impacts on the population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	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. Impact is therefore considered to be positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is allocated in the EALDP (2017) and it is therefore considered that use of the site complies with some aspects of sustainability. Nevertheless, development would constitute suburban development and proliferate the use of private cars. Impact is therefore considered to be positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development High and Low Risk.	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	Access is not considered to be sustainable. The site is accessible by private car and public transport and close to local services.	
SNH comments	This is a prominent, rising site which defines the eastern and western settlement edges of Kilmarnock from the south along Treeswoodhead Road. We consider that there would be significant negative landscape and visual impacts, particularly as the site sits adjacent to the A77 corridor.	

	<p>There may be capacity for housing following detailed assessment. We note that this site was allocated in the current Local Development Plan (Site 321H) and recommend that the mitigation measures set out in the current Plan are retained. This includes the provision of tree planting to screen development from the A77 which also provides an opportunity to enhance the green network and habitat network along the A77 corridor. We welcome the masterplan approach set out in the LDP and consider that this is a useful tool for ensuring appropriate siting, layout and mitigation across the site as well as cohesion with existing development such as active frontages. Consideration should be given to active travel provision, which should be attractive and integrated with the wider strategic network.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	<p>Sufficient capacity for proposed development. Water supply pipe cuts through centre of site. Early engagement with Scottish Water required to determine stand off distances that may be required.</p>	
<b>Water supply</b>	<p>Sufficient capacity in current system. Due to size of site and proposed development, a water impact assessment would be required.</p>	
<b>Housing Land Audit (HLA) 2019 YES</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>Whilst there are issues to overcome in terms of flooding, it is considered that this site is capable of accommodating development and it is close to a range of services, it is considered by SNH that there would be significant negative landscape and visual impacts, particularly as the site sits adjacent to the A77 corridor.</p> <p>In overall terms, the environmental impact of the development of this site for residential purposes is likely to be positive/negative.</p>	



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	31	
Settlement	Kilmarnock	
Address	Meiklewood/Mosside site	
Description	The site in question is a large site with a varied character. The site is located to the north of Kilmarnock and parallel to the M77 motorway. The site has a planning history which relates to the proposed mixed use. The site is partially allocated within the EALDP (2017) as a business and industry opportunity site.	
OS Grid Ref	NS4441NE	
Current Use	Part of the site designated as business and industry with remainder use of agricultural	
Proposed Use	Housing/Mixed Use	
Use Description	Residential	
Site Size	60ha	
Land type	Greenfield	
Source of Site	Morris Homes	
Outside Settlement	No	
Allocations/Props	152B (Partial)	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	19/0067/PP Change of use of first floor to form Class 7 (Hotel) 20 bedrooms and ancillary conference rooms and installation of roof lights.	Approved
Planning History		

99/0503/FL - Withdrawn, 02/0058/FL - Approved with Conditions, 03/0596/FL - Approved with Conditions, 03/0989/FL - Refused, 04/0546/FL - Approved with Conditions, 06/0850/FL - Refused, 14/0018/EIASC- EIA Required, 18/0417/PP - Approved with Conditions, 19/0067/PP - Approved

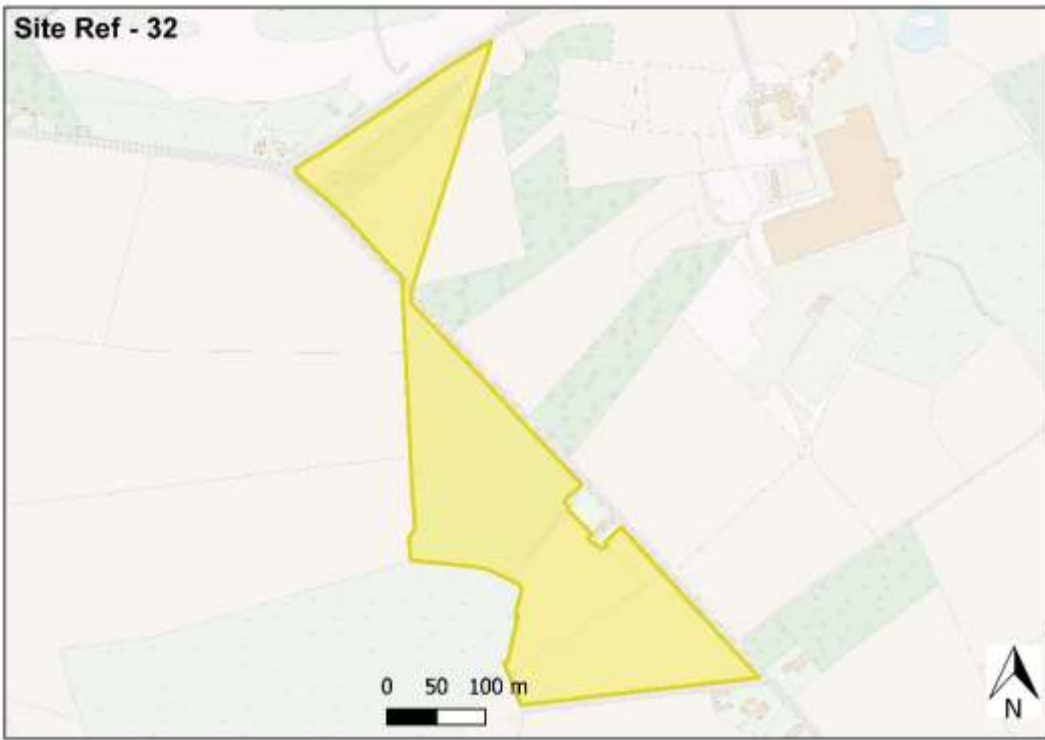
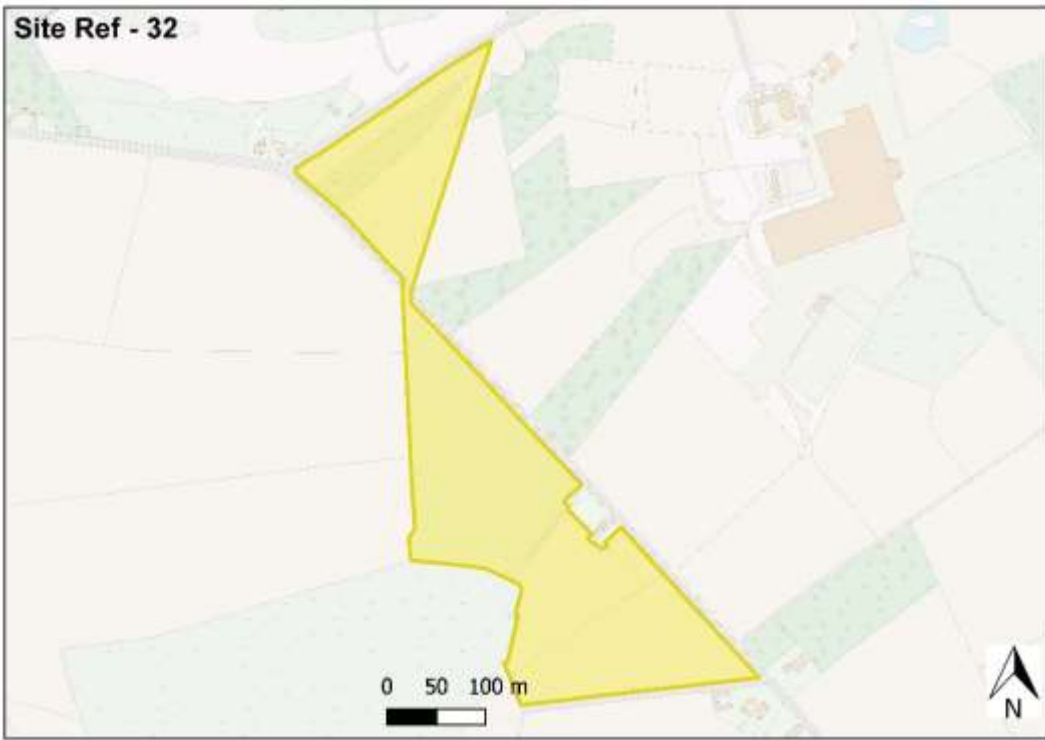
## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. There are large areas of ancient and native woodland within the site, including Moss Wood as well as the Rowallan Activity Centre which makes use of its rural surroundings. Development would constitute a substantial extension to the settlement boundary and it is therefore considered that it would have a negative landscape impact.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	A portion of the site is found within the Coal Authority's High development risk area and much of the remainder falls within the Low Risk area. This could have potentially adverse implications for the development, as past mining activity has taken place. Two mine entries are located within the site. Raised peat bogs have also been identified within the site. The site is not considered to fall within an area of quality agricultural land. In overall terms, the development of the site is likely to have negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from fluvial flooding. However, there are pockets of low-high surface water flood risk at the centre of the site. It is however considered that regrading of the site and appropriate SUDS measures would alleviate any potential issues. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral, subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	The site is a considerable distance from both Kilmarnock town centre (3.7km) and any potential shopping facilities or other services, having a potentially negative impact on air quality. Bus services are located around 1km from the presumed site entrance through the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance, and as such, it is likely that a majority of trips will be by private car. In overall terms, environmental impacts are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	Development of the site may result in the loss of Central Scotland Green Network (CSGN) Acid Grassland Network, as well as important CSGN Woodland Hotspots. This is likely to have a negative impact on biodiversity and it is considered that any net loss would not be beneficial. In overall terms, impacts are likely to be negative.

<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is a considerable distance from both Kilmarnock town centre (3.7km) and any potential shopping facilities or other services, increasing the reliance of cars, having a negative impact on climatic factors. Bus services are located around 1km from the presumed site entrance through the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance, and as such, it is likely that a majority of trips will be by private car. In terms of climate resilience, the site is subject to surface water flooding. There is potential for this to be exacerbated under a changing climate, having a negative impact on climate resilience. Any associated SUDs, design and layouts will need to consider this. In overall terms, environmental impacts are likely to be negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	Two WoSAS SMR points are located immediately adjacent to the site, however, there are no recorded features of historic/cultural significance within the site. It is considered that with consultation and appropriate design, any detrimental impacts could be alleviated. In overall terms, environmental impacts are likely to be neutral, subject to appropriate and robust mitigation measures to be put in place to address any potential negative effects, and cumulative impacts should neighbouring sites be developed.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Negative</b>	The site is somewhat isolated and significantly out with the settlement boundary. Whilst there would be an opportunities to link to existing core path network, the site is not considered to be sustainably located in terms of climate resilience. The development of the site is likely to proliferate private car use within the area, having a negative impact on air quality and population. In overall terms, the development of this site is likely to have an adverse impact on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Negative</b>	This development is likely to proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are no bus stops or routes close to the site. Safety would be adversely affected should inhabitants walk along local roads with no dedicated footpaths. As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance, and as such, it is likely that a majority of trips will be by private car. In terms of climate resilience, the site is subject to surface water flooding. There is potential for this to be exacerbated under a changing climate, having a negative impact on climate resilience. Any associated SUDs, design and layouts will need to consider this. In overall terms, environmental impacts on human health are likely to be negative.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	The site is predominantly contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The proposal would result in the removal of important

	greenfield habitat which plays an important flood plain function. As the occupants of the site would be reliant on private car use, this is likely to put additional pressures on the road network and services. In overall terms, environmental impacts are likely to be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development High Risk	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No significant water issues - Small areas of surface water flooding	
Access	Site is isolated from the town with no suitable connections. Bus services out with walking distance.	
SNH comments	<p>This is a large predominantly greenfield site located to the north west of Kilmarnock. We note that a smaller allocation at this site was included in the current LDP for business and industrial opportunities. The site is out with the settlement boundary and is physically, visually and perceptually detached from existing residential development. There are areas of woodland identified on the ancient and semi-natural woodland inventory.</p> <p>We consider that it would be challenging to deliver sustainable development in this location, as it would encourage the use of private cars. Development here is likely to set an unfortunate precedent for further development, undermining the settlement boundary and incrementally eroding the rural setting which ultimately could result in the coalescence of Kilmarnock and Fenwick. We consider that there may be capacity for residential development within the original allocation following detailed assessment.</p>	
HES comments	The site is adjacent to, or in the vicinity of, LD12523 Rowallan Castle and GDL00333 Rowallan Castle. Whilst we consider that the principle of development is likely to be acceptable, it will require robust mitigation measures to be put in place to address potential negative effects. The cumulative effects of developing two or more of these sites should also be taken into account.	
WWTW Capacity & Waste Water	Capacity may be available depending on proposed units. Site is located a considerable distance from public waste water network- installation of network may be required- funded and carried out by developers.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO
MIR Overall Recommendation		
Negative	<p>The site is located far from services and transport, would result in the loss of woodland identified on the ancient and semi-natural woodland inventory and would constitute a significant encroachment into the countryside. Development would be detached from the town proper and encourage use of the private car. As outlined within SNH's comments, the site is physically, visually and perceptually detached from existing residential development. It is not considered that development of the site would be sustainable. It is considered that development here is likely to set an unfortunate precedent for further development, undermining the settlement boundary and incrementally eroding the rural setting which ultimately could result in the coalescence of Kilmarnock and Fenwick. In overall terms, environmental impacts are likely to be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	32		
Settlement	Kilmarnock		
Address	319H, 153B and Land at Northcraig Reservoir		
Description	The site is irregularly shaped and located on either side of a main road. The site is at the edge of the settlement boundary of Kilmarnock. The site has a planning history which relates to the previous agricultural use. The site is located within the Rural Protection Area, as identified within the EALDP (2017).		
OS Grid Ref	NS4341SE		
Current Use	Vacant		
Proposed Use	Housing/Mixed Use		
Use Description	Residential		
Site Size	7.8ha		
Land type	Greenfield		
Source of Site	Edesign Architecture & Planning,		
Outside Settlement	No		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13		
Most Recent App	14/0018/EIASC	Mixed use development (business, industry, hotel and residential)	EIA required
Planning History	03/0596/FL - Approved with Conditions, 06/0850/FL - Refused, 14/0018/EIASC- Mixed use development (business, industry, hotel and residential)- EIA required.		



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	There are no defined landscape features within the site boundary. The site is classified as "Agricultural Lowlands" (SNH 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. Development of this site would constitute a significant extension to the settlement of Kilmarnock, having a detrimental impact on the landscape character of the location. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Land is classified by OS as marshy, in common with the adjacent reservoir. The site is found within the Coal Authority's Low Risk area, this could have potentially adverse implications for the development, as past mining activity has taken place. Whilst development of the site would not result in the loss of good quality agricultural land, it is considered that the risk from former coal mining means and the marshy quality of land mean that any impact on development would likely be negative, despite such risks not precluding construction. As a precaution, environmental impacts on soil are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from fluvial flooding. However, there are pockets of low-high risk surface water flood at the centre of the site. It is however considered that regrading of the site and appropriate SUDS measures would alleviate any potential issues. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral. In overall terms, environmental impacts are likely to be neutral, on the basis of impacts not being significant and subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	The site is a considerable distance from both Kilmarnock town centre (3.7km) and any potential shopping facilities or other services. Bus services are located around 1km from the presumed site entrance via the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. Impact is therefore considered to be negative. In overall terms, environmental impacts are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	SNH state that multifunctional green networks should be incorporated into the design of development from the outset of the design process, including features such as SuDS and green roofs, contributing to the wider strategic network. 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. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.

<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is a considerable distance from both Kilmarnock town centre (3.7km) and any potential shopping facilities or other services. Bus services are located around 1km from the presumed site entrance via the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance, and as such, it is likely that a majority of trips will be by private car. In terms of climate resilience, the site is subject to surface water flooding. There is potential for this to be exacerbated under a changing climate, having a negative impact on climate resilience. Any associated SUDs, design and layouts will need to consider this. In overall terms, environmental impacts are likely to be negative. More than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. Impact is therefore considered to be negative. Negative impacts could be reduced subject to appropriate and robust mitigation measures to be put in place to address any potential negative effects, and cumulative impacts should neighbouring sites be developed.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	A WoSAS SMR point is located within the site and archaeological remains may be disturbed as part of any development. As such, impact is therefore considered to be potentially negative.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Negative</b>	The site is somewhat isolated and significantly out with the settlement boundary. Whilst there would be an opportunities to link to existing core path network, the site is not considered to be sustainably located in terms of climate resilience. The development of the site is likely to proliferate private car use within the area. In overall terms, the development of this site is likely to have an adverse impact on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Negative</b>	This development is likely to proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are no bus stops or routes close to the site. Safety would be adversely affected should inhabitants walk along local roads with no dedicated footpaths. Impact is therefore likely to be negative.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The proposal would result in the removal of important greenfield habitat which plays an important flood plain function. As the occupants of the site would be reliant on private car use, this is likely to put additional pressures on the road network and services. In overall terms, impacts are likely to be negative.

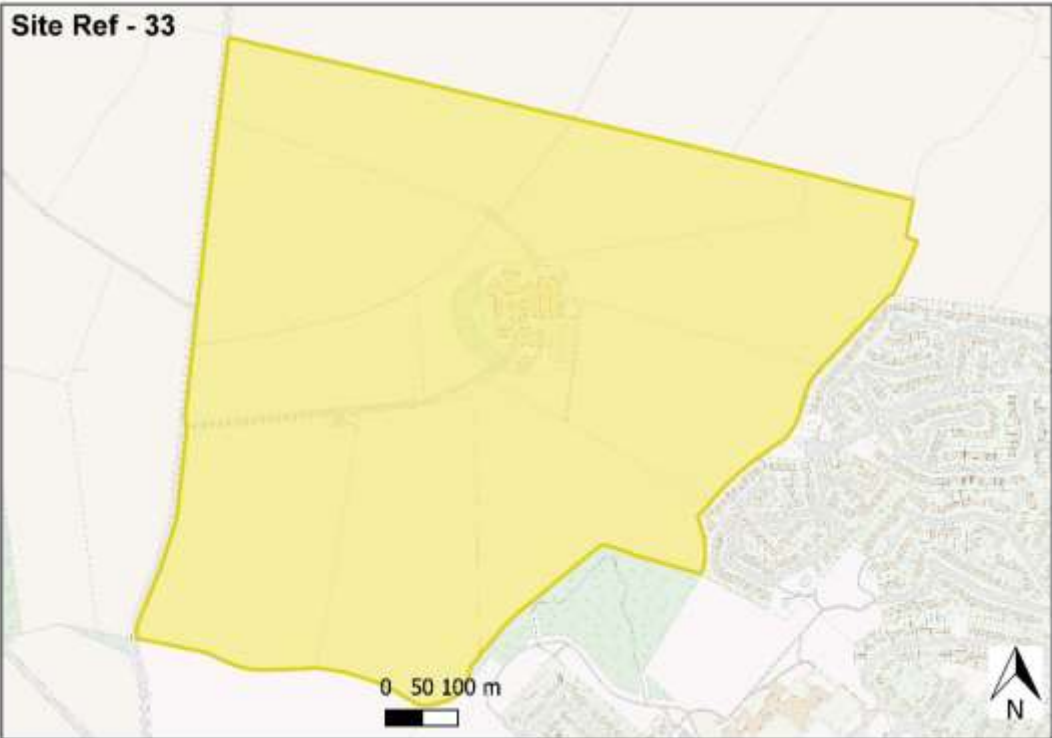
## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	Coal Authority Development Low Risk.	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>NO</b>
	<b>Vacant and Derelict Land - NO</b>	<b>Contamination - NO</b>
Water	No significant water issues - Small areas of surface water flooding	
Access	Site is isolated from the town with no suitable connections. Bus services out with walking distance.	
SNH comments	We note that the southern part of this site is allocated in the current Local Development Plan as Business and Industry Opportunity land. However, the site is largely out with the settlement boundary of Kilmarnock and is detached from existing development. Proposals should demonstrate the provision of attractive and integrated active travel provision, linking in with the wider network. We consider that a masterplan approach for this site is key for ensuring that cohesive development within the site and with existing and proposed development. Multifunctional green networks should be incorporated into the design of development from the outset of the design process, including features such as SuDS and green roofs, contributing to the wider strategic network.	
HES comments	The site is adjacent to, or in the vicinity of, LD12523 Rowallan Castle and GDL00333 Rowallan Castle. Whilst we consider that the principle of development is likely to be acceptable, it will require robust mitigation measures to be put in place to address potential negative effects. The cumulative effects of developing two or more of these sites should also be taken into account.	
WWTW Capacity & Waste Water	Capacity may be available depending on units and mixed use element of development. Site is located considerable distance from public network- installation of network may be required- funded and carried out by developer. Existing water main runs along main road and the proposed site crosses over this.	
Water supply	Capacity available depending on proposed units. More information needed.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

<b>Negative</b>	<p>Development of this site would result in the loss of green space and, in common with adjacent PIP sites, is isolated from transport and services. As such, the development of the site is not considered to be sustainable or favourable. Whilst SNH considers that development may be appropriate should it employ a masterplan approach, it is considered that development would result in unsustainable suburban development and encourage both the use of private cars and potentially dangerous pedestrian journeys.</p> <p>In overall terms, environmental impacts are likely to be negative.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	33	
Settlement	Kilmarnock	
Address	Land at Grassmillside	
Description	The site is rural in nature and is located immediately adjacent to the settlement boundary of Kilmarnock. The existing use of the site is agricultural with an existing farm at the centre of the site. The site has a planning history which relates to its previous use.	
OS Grid Ref	NS4240NW	
Current Use	Agricultural/some residential dwellings	
Proposed Use	Housing	
Use Description	not specified	
Site Size	61.9ha	
Land type	Greenfield	
Source of Site	Alex Forsyth	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	17/0171/PP Extension to existing agricultural shed to facilitate new milking parlour and additional housing for cattle with slurry tank below	Approved
Planning History	08/0722/FL - Approved with Conditions, 13/0021/EIASCRC - EIA Required, 13/0020/PP - Approved with Conditions, 13/0052/EIASCRC - EIA Required, 17/0171/PP – Approved	

## Strategic Environmental Assessment (SEA) Pro forma


<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. There are no defined landscape features within the site boundary, however, a strip of native woodland is located at the south of the site. Land is gently undulating farmland and development would be relatively visible and would constitute a significant extension of the settlement boundary. It is considered that the development of this site is likely to have a negative environmental impact on landscape character.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Whilst there is no risk from mining and the site does not incorporate any contaminated land. The site contains soil which is considered to constitute "Local Good Quality Good Quality" prime quality agricultural land, the development of the site is likely to result in the loss of this asset. In overall terms, the development of this site is likely to have negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from fluvial flooding, however, there are pockets of surface water flood (of low-medium risk) at the centre of the site. It is however considered that regrading of the site and appropriate SUDS measures would alleviate any potential issues. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral, and on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	The site is a considerable distance from both Kilmarnock town centre (2.5km) and any potential shopping facilities or other services. Bus services are located around 700m from the presumed site entrance via the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). As such, there are potentially safety implications associated with its use. It unlikely to be well utilised, having a negative environmental impact. More than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. Impact is therefore considered to be negative. In overall terms, environmental impacts are likely to be negative. Whilst public transport is relatively close, more than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. In overall terms, environmental impact are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. 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).



Climate	Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts	
Negative	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is a considerable distance from both Kilmarnock town centre (2.5km) and any potential shopping facilities or other services. Bus services are located around 700m from the presumed site entrance via the access road. The road is single lane and has no dedicated footpaths and is at national speed limit (60mph). Whilst public transport is relatively close, more than 400m is considered to be outside of the recommended walking distance and it is likely that a majority of trips will be by private car. Impact is therefore considered to be negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	Two WoSAS SMR points are located immediately adjacent to the site, however, there are no recorded features of historic/cultural significance within the site. It is considered that any detrimental impacts could be alleviated through appropriate mitigation. In overall terms, environmental impacts are likely to be neutral, subject to mitigation.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Negative	The site is somewhat isolated and significantly out with the settlement boundary. Whilst there would be an opportunities to link to existing core path network, the site is not considered to be sustainably located in terms of climate resilience. The development of the site is likely to proliferate private car use within the area. In overall terms, the development of this site is likely to have an adverse impact on population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Negative	This development is likely to proliferate private car use as a result of which have a detrimental impact on air quality, and in turn, human health. There are no bus stops or routes close to the site. Safety would be adversely affected should inhabitants walk along local roads with no dedicated footpaths. Impact is therefore considered to be negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Diversification Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary and identify and allocate land within rural clusters to restrict the residential expansion of rural East Ayrshire. As such, the identification of this site would be contrary to this aim. Impact is considered to be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development Low Risk.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - YES - Locally important good quality-3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	No significant water issues - Small areas of surface water flooding	

<b>Access</b>	Site is isolated from the town with no suitable connections. Bus services out with walking distance.	
<b>SNH comments</b>	This is a large prominent greenfield site located out with the settlement boundary of Kilmarnock. The site contributes to the rural setting of the area and development here would result in significant adverse landscape and visual impacts. Development here would present a significant extension to the urban character of Kilmarnock and would set an unfortunate precedent for future development, eroding the rural setting and potentially leading to the coalescence of Kilmarnock and Kilmaurs. On the basis above, we recommend that this site is not allocated in the Local Development Plan 2.	
<b>WWTW Capacity &amp; Waste Water</b>	Capacity may be available depending on proposed units. Early engagement with Scottish Water required. An existing water supply pipe cuts through the site.	
<b>Water supply</b>	Capacity available depending on proposed units. More information needed.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>Development of this site would result in the loss of green space and, in common with adjacent PIP sites, is isolated from transport and services. Development would erode the rural setting and potentially result in the coalescence of Kilmarnock and Kilmaurs. It is considered that development would result in unsustainable suburban development and encourage both the use of private cars and potentially dangerous pedestrian journeys. Impact is therefore considered to be negative.</p> <p>SNH consider the site in question to be a large prominent greenfield site. The site contributes to the rural setting of the area and development here would result in significant adverse landscape and visual impacts.</p> <p>In overall terms, environmental impacts are likely to be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	34	
Settlement	Kilmarnock (Hurlford)	
Address	Riccarton Road, Hurlford	
Description	The site is located to the west of Hurlford. The site is bounded to the east by residential dwellings and Kilmarnock Bus Depot. The site is bounded to the west by the A76T.	
OS Grid Ref	NS4436SE	
Current Use	Site of former hospital/vacant land	
Proposed Use	Housing	
Use Description	Mixed use site with masterplan incorporating residential/business/commercial	
Site Size	19.3ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	17/0002/EIASCR Screening opinion for installation of new water main	EIA not required
Planning History	07/0352/FL - Withdrawn, 11/0393/EB - Application Received, 17/0002/EIASCR - EIA not required	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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

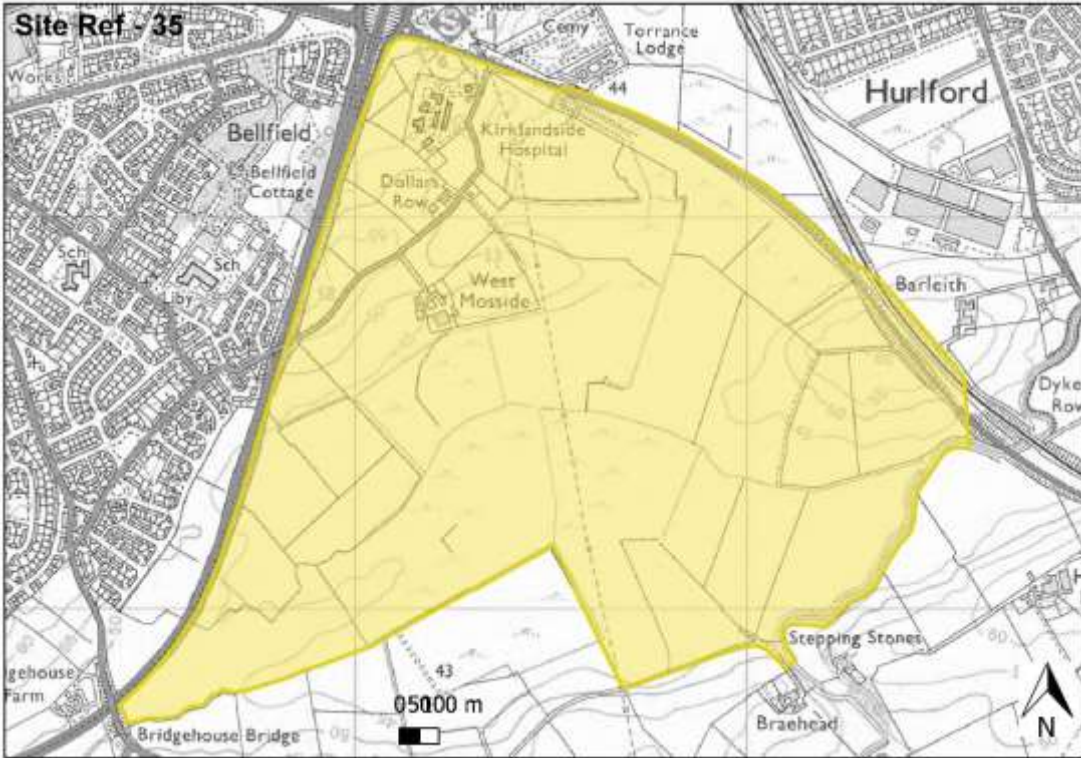
	heavy traffic. The development of this site, would constitute a significant extension to the settlement of Hurlford, having a detrimental impact on the landscape character of the location. The site acts as a landscape buffer between the A76 and the west of Hurlford, providing amenity benefits. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site does not contain any contaminate land. The site is found within the Coal Authority's Low development risk area, this could have potentially adverse implications for the development, as past mining activity has taken place. The development of this site would also result in the loss of important soil resources such a large area of prime agricultural land, identified as "locally important good quality". The site also contains a large area of Class 5 carbon rich soils and peatland, an important resource. In overall terms, development of this site is considered to have negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is constrained by a large area in the north of the site is at low to medium risk of fluvial flooding from the Cessnock Water. The site also contains two large pockets of surface water flooding, of low to high risk. The Cessnock Water is of overall "moderate" quality. The development of this site could have an adverse impact and exacerbate existing flood risk within this location. As such, the overall impacts are considered to be adverse.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The development of this site to incorporate 180 residential units as well as additional land-uses, is likely to proliferate private car use as a result of increasing the residential population of the area, having a negative environmental impact on air quality. However, despite this an SPT bus route extends along its northern extents alongside associated bus stops in close proximity to the site. The site therefore has existing public transport connections, which is likely to have a positive impact in terms of greenhouse gas emissions. There is opportunity to connect the site to existing core path and right of way networks, having potentially positive 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of greenbelt habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. This could be a notable habitat for water vole population. This should be further investigated. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The development of this site to incorporate 180 residential units as well as additional land-uses, is likely to proliferate private car use as a result of increasing the residential population of the area, which is likely to have a negative environmental impact on climatic factors. However, despite this an SPT bus route extends along its northern extents alongside associated bus stops in close proximity to the site. The site therefore has existing public transport connections, having a positive environmental impact on greenhouse gas emissions, and in turn climatic factors. There is opportunity to connect the site to existing core path and right of way networks,

	having potentially positive impacts in terms of greenhouse gas emissions. However, the site contains a large area of Class 5 carbon rich soils and peatland, an important natural resource for water storage and tackling climate change. The south of the site is also at significant risk of fluvial and pluvial flooding, the development of which could further exacerbate this issue, reducing climate resilience. In overall terms, the impacts are considered to be both positive and negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	The site is not located in close proximity to historic assets such as listed buildings, conservation areas, scheduled monuments or gardens and designed landscapes or archaeological sites/areas. The impacts are therefore considered to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Negative	Although the site has access to assets such as existing public transport, with opportunities to link to existing right of way and core path network, having a positive impact. However, the site is not considered to be sustainably located in terms of climate resilience. The site is at risk of fluvial and pluvial flooding, both of which could be exacerbated by inappropriate development of the site, having a detrimental impact on populations. The development of the site is likely to proliferate private car use within the area. In overall terms, the development of this site is likely to have an adverse impact on population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Negative	As outlined above, the site is likely to proliferate private car use having a detrimental impact on greenhouse gas emissions and air quality. The development of this site would bring residential populations closer to the A76, reducing air quality, having a detrimental impact. The proposal, although it includes the provision of woodland, would result in the removal of a significant area of greenbelt, having a detrimental impact on access to green space. Hurlford is classed as being open space deficit. In overall terms, the development of this site is likely to have negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The proposal would result in the removal of important greenbelt habitat which plays an important flood plain function. As the site is not considered to be sustainably located, its development is likely to increase pressure on the road network, water infrastructure, as well as access to services and facilities. In overall terms, impacts are likely to be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development Low Risk.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - YES - Locally important good quality-3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	Low to high pluvial floor risk to the south. Low to medium fluvial flood risk to the south.	



<b>Access</b>	No significant access concerns.	
<b>SNH comments</b>	<p>This is an open site located out with the settlement boundary of Kilmarnock, to the east of the A77. We note that this area is identified in the current Local Development Plan as being a Future Business Growth Area.</p> <p>Development here would be significant extension to the urban landscape setting. We consider that a masterplan approach should be taken for this site to ensure cohesion across the site as well as with Site 26 and existing development. Proposals should ensure that an effective landscape framework is provided, particularly strengthening the south-western edge adjacent to the A76. Attractive active travel connections should be provided, providing links throughout the site and to Kilmarnock. Multifunctional green infrastructure such as SuDS should be incorporated into the design of the development from the outset. There is potential for water voles here which proposals should take into consideration.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Capacity available in system however more detailed information needed on the number of units. Major infrastructure runs through the site. Early engagement with Scottish Water's Asset Impact team is essential to determine appropriate stand off distances that will be required and how this will impact on site viability.	
<b>Water supply</b>	Capacity available in system however more detailed information needed on the number of units. Early engagement with Scottish Water needed with applicant.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (Hfs) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>The site has potential to be made deliverable. However, the site will be constrained by significant environmental factors such as landscape character impacts, soil, biodiversity and most significantly, fluvial and pluvial flood risk.</p> <p>As outlined within SNH's comments, development at the proposed scale would constitute a significant extension to Hurlford settlement. SNH outline the requirement for a masterplan approach at this location. SNH also raise concerns that the area could be suitable Water Vole habitat, the removal of which would be significantly negative. There is potential for the development of this site to have significant negative impacts on the environment if inappropriately developed, and developed to the proposed scale. In overall terms, environmental impacts are likely to be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	35	
Settlement	Kilmarnock (Kirklandside)	
Address	Kirklandside, Bellfield	
Description	The site in question is a large site predominantly at risk from flooding with former Kirklandside Hospital buildings and scope for the creation of a wetland. The site is identified within the EALDP (2017), as a Future Growth Area (FGA 4). The site has a planning history which relates to its previous use.	
OS Grid Ref	NS4435NW	
Current Use	Designated residential site	
Proposed Use	Other	
Use Description	Residential led masterplan with community park and nature conservation wetland, enhancement of flood defences	
Site Size	213.1ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Future Growth Area (FGA) 4	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	17/0002/EIASCR Screening opinion for installation of new water main	
Planning History	96/0492/FL - Approved, 97/0161/FL - Approved, 99/0156/FL - Approved, 02/0415/FL - Refused, 03/0012/FL - Approved with Conditions, 03/0556/FL - Refused, 06/0121/FL, Approved with Conditions, 11/0465/PP - Approved, 17/0002/EIASCR - EIA not required	

## Strategic Environmental Assessment (SEA) Pro forma

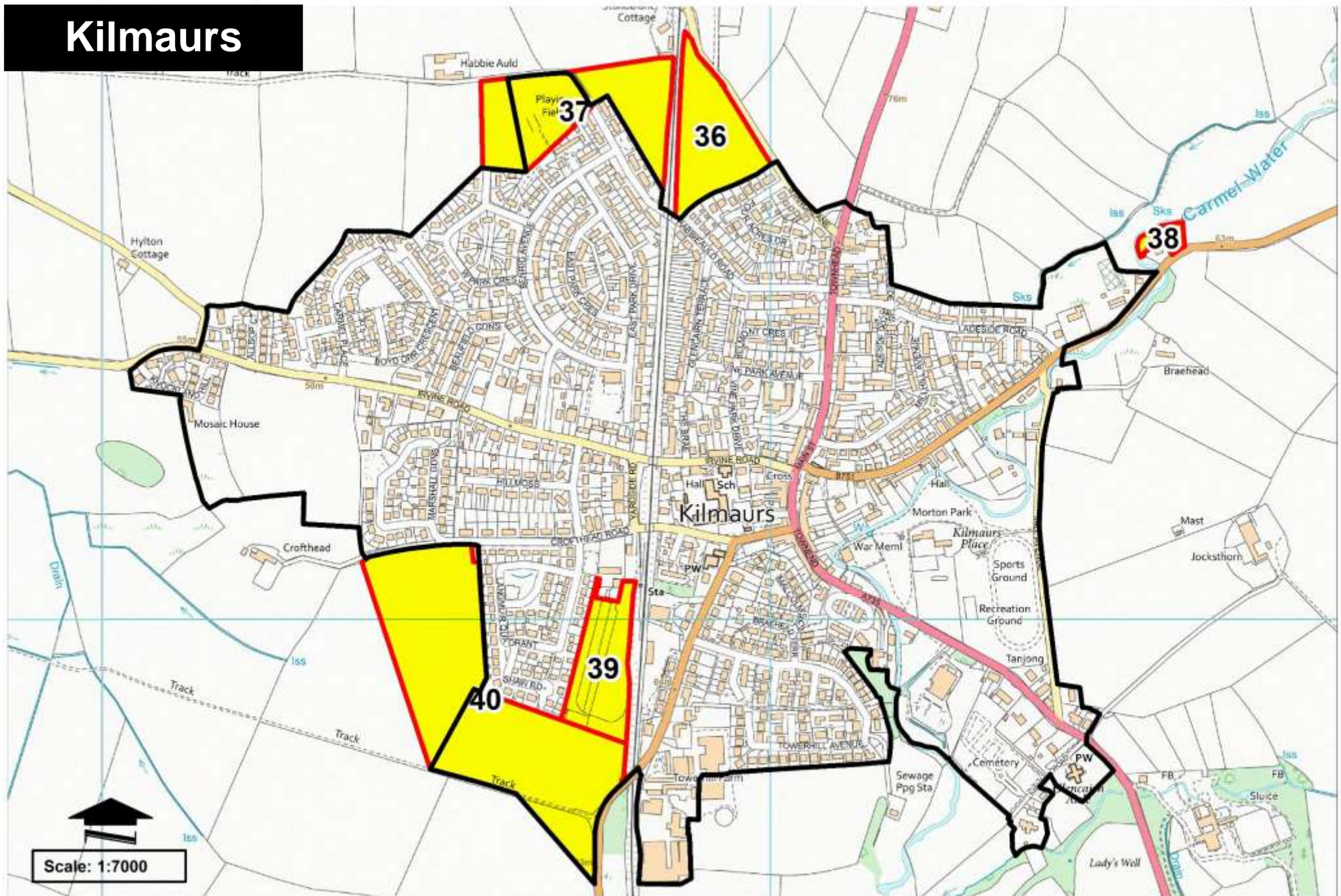
<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Positive/Negative</b>	The development of the site would present a significant urban extension to Kilmarnock and SNH suggests that a masterplan approach be taken in order to mitigate any likely detrimental effects. Some of the site is brownfield or disused land and development, having a positive impact on landscape. However, it is considered that the development of the site would cross an established development boundary which separates Kilmarnock from Hurlford, having a negative impact on the landscape character of this area, eroding visual boundaries. In overall terms, environmental impacts on landscape are likely to be both positive and negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	Much of the site is found within the Coal Authority's High and Low development risk area and this could have potentially adverse implications for the development, as past mining activity has taken place. Portions of the site are identified as Locally Important Good Quality agricultural land. In overall terms, environmental impacts on soil are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	A substantial proportion of the site is subject to fluvial and pluvial flood risk (low to high risk). It is therefore considered that risks from and impacts on the water environment would be considerable without appropriate measures being taken. It has nevertheless been proposed that the site includes a wetland which may also alleviate flooding on the River Irvine. Should the development incorporate an appropriate design to alleviate flood risk, use of the site is likely to reduce any negative impacts that it would have on the water environment. In overall terms, environmental impacts on the water environment are likely to be neutral, on the basis of impacts not being significant, and subject to appropriate and considerate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on air quality by proliferating private car use. There is however a bus route adjacent to the site and bus stops which may encourage public transport use, potentially having positive impacts on air quality encouraging the use of public transport. 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site does not contain any designated or safeguarded sites, nor is it in close proximity to any. The development of the site is considered to result in the removal of natural wetland habitat, having negative environmental impacts on biodiversity. However, whilst it is acknowledged that the development could potentially contribute positively to the creation of new amenity green space within the sites design, the development would result in a net loss for biodiversity. Within SNH's comments, they state that there is potential for water voles on the site which should be taken into consideration should the site be allocated. The site proposal includes wetland provision in the design, this is considered to reinstate some of this natural habitat within the development. However, it is considered that the development will have an overarching negative impact on biodiversity. In overall terms, impacts are considered to be negative, subject to further investigation of the presence of protected species and appropriate mitigation.

Climate	Reduce greenhouse gas emissions and contribute towards improving East Ayrshire’s resilience to climate change impacts	
Positive/Negative	Development of this site is likely to have negative impacts on air quality by proliferating private car use, having a negative impact. There is however a bus route adjacent to the site and bus stops which may encourage public transport use, having a positive impact. It has been proposed that the site includes a wetland that would allow for some carbon capture, having a positive impact on climate resilience. However, it is also acknowledged that the development of the site is likely to result in a significant loss of this wetland habitat, which acts as natural flood plain within the 1 in 200 year event. The development of the site is therefore likely to have a detrimental impact on climate resilience, subject to appropriate mitigation. In overall terms, environmental impacts on climatic factors are likely to be both positive and negative. Flood risk within the site poses particular concerns in terms of climate resilience.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts are therefore considered to be negative.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is immediately adjacent to the settlement boundary. Nevertheless, the site is located some distance from Kilmarnock town centre, there are no bus stops on the road (although some could be created) and, as such, is considered to have both positive and negative impacts on the population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is isolated from the rest of Kilmarnock by the A77 and, despite improvements planned for the Bellfield Interchange, it remains likely that any inhabitants would either have difficulty or choose not to walk to services at Queens Drive and the town centre. There are no bus stops on the road (although some could be created) and, as such, is considered to have both positive and negative impacts on the population.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The area in question has been assessed as being within a Future Growth Area (FGA) and is potentially to be the location of the AMEC facility, a sustainable enterprise that aims to promote the local dairy industry and encourage jobs creation. This would have significantly positive impacts on material assets. However, the development of the site poses detrimental impacts in terms of climate resilience, as the site is significantly constrained by fluvial flood risk in the 1 in 200 year event. Although the proposed outlines that wetland habitat would be included as part of the site design, having positive impacts in terms of climate resilience, the development of the site is still likely to result in a net loss of natural habitat. As such, use of the site would constitute a net positive effect on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority’s High development risk area.	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Locally important good quality-3(2)

	<b>Vacant and Derelict Land - NO</b>	<b>Contamination - YES</b>
<b>Water</b>	High pluvial floor risk throughout much of the site.	
<b>Access</b>	Flooding may affect access subject to alleviation. A bus route is located immediately adjacent to the site, however, congestion at the Bellfield Interchange may constrain vehicular access.	
<b>SNH comments</b>	This is a very large, open site which would present a significant urban extension to Kilmarnock. We consider that a masterplan approach would be appropriate here to ensure cohesion across the site as well as with Site 24 and existing development. We note that the busy A77 along the western edge of the site which offers panoramic open views into the site. We advise that careful consideration is given to visual screening and that an appropriate landscape framework is demonstrated by proposals. Active travel connections should be included in proposals, providing attractive links both within the site and to the wider strategic network including to Kilmarnock. Multifunctional green networks should be incorporated into the development design from the outset including features such as SuDS and green roofs. Areas of semi-natural woodland should be retained and incorporated into the design of the development. There is potential for water voles here which should be taken into consideration should the site be allocated.	
<b>WWTW Capacity &amp; Waste Water</b>	Capacity may be available depending on the proposed use. Strategic water infrastructure runs through site- this asset will require substantial access distances of a minimum of 22m either side. This access distance may remain clear of structures/property/ Any construction work within Access distance zone must comply with Scottish Water's DOMS procedures with design, RAMS and contingency measures submitted alongside DOMS application at least 2 weeks prior to activity commencing on site. Early engagement needed to discuss access distance of development from infrastructure.	
<b>Water supply</b>	CA capacity may be available depending on proposed demand.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (Hfs) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>This site was identified as a future growth area in EADLP 2017 and is capable of accommodating development should it make use of public transport and respect constraints identified by the water environment. Nevertheless, much of the area is at high risk from former mining activity. This is a significantly large site and would constitute a significant extension to the settlement boundary which would need to be altered to cross the A77, a largely established development boundary for Kilmarnock.</p> <p>SNH consider that a masterplan approach would be appropriate to ensure cohesion across the site as well as with Site 24 and existing development. SNH also advise that should the site be identified within the Proposed Plan, careful consideration is given to visual screening and that an appropriate landscape framework is demonstrated by proposals. SNH also advise that there is potential for water voles here which should be taken into consideration should the site be allocated.</p> <p>In overall terms, environmental impacts are likely to be positive and negative in nature.</p>	



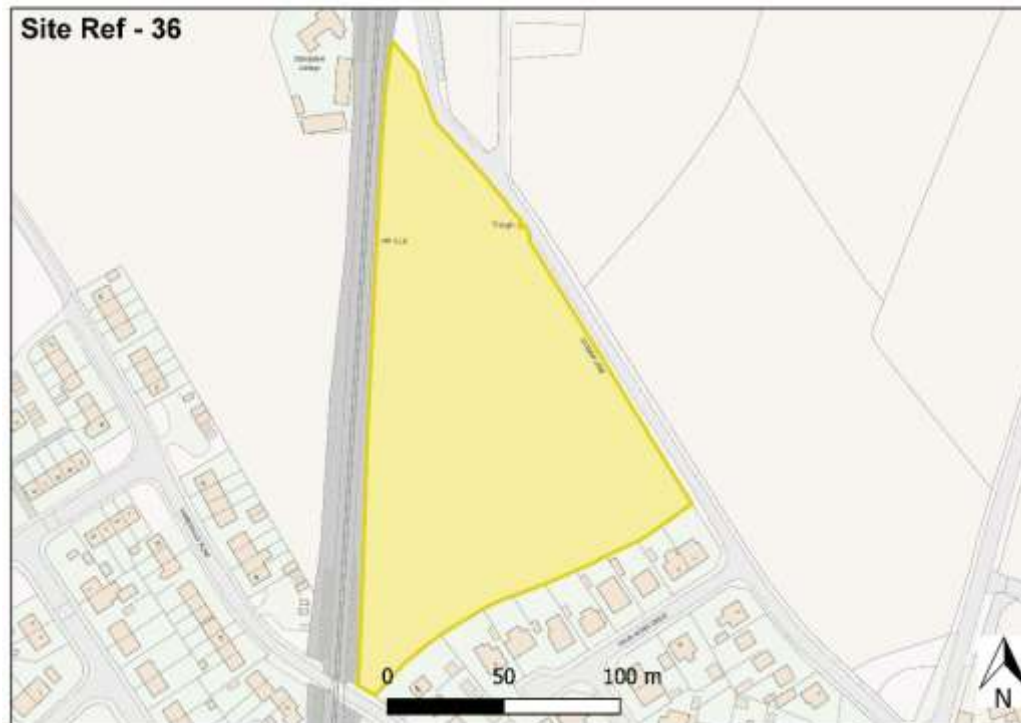
# Kilmaurs



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	36
Settlement	Kilmaurs
Address	Standalane
Description	The site is located to the north of Kilmaurs and is out with the settlement boundary. The land is currently used as agricultural land. The site has no planning history.
OS Grid Ref	NS4041NE
Current Use	Vacant
Proposed Use	Housing
Use Description	Residential - 36-40 mix of general and community care needs housing
Site Size	2.0ha
Land type	Greenfield
Source of Site	MacTaggart & Mickel Homes
Outside Settlement	Yes



Allocations/Props	Rural Protection Area	
LDP Policies	RES 2, RES 4, RES 6, RES 7, RES 8, TOU3, IND 3.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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. The site is located to the north of Kilmaurs and is a prominent area of land off Standalane, and access point into Kilmaurs. It is considered that it's development is likely to alter the character of this area. In overall terms, environmental impacts are considered to be negative.



<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	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. In overall terms, the environmental impact on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is a very small section to the north (on the border of the site) which includes a high-medium risk of surface water flooding. There is potential for the development of the site to exacerbate existing surface water flooding as agricultural land would be replaced with residential and in turn increased impermeable surfaces. However, it is considered that any detrimental impacts on the water environment could be alleviated through appropriate design, layout and the inclusion of SuDs. As such, environmental impacts are considered to be neutral, and on the basis of impacts not being significant, and subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). A core path runs along the eastern boundary of the site and connects to a wider network. As such, the site is in close proximity to an existing active travel network, if utilised that would have positive impact on air quality. The site is within 200 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site does not contain any designated or safeguarded sites, nor is it in close proximity to any. However, within SNH's comments it is outlined that there is potential for wintering geese in this area which should be taken into consideration should the site be developed. Potential implications should be further investigated. As a precaution, environmental impacts on biodiversity are considered to be negative, subject to further investigation and appropriate mitigation which could reduce detrimental impacts.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use, which will in turn increase greenhouse gas emissions. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). A core path runs along the eastern boundary of the site and connects to a wider network. As such, the site is in close proximity to an existing active travel network, if utilised that would have positive impact on air quality. The site is within 200 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In terms of climate resilience, the site borders an area of surface water flooding to the north, it is considered that detrimental impacts could be mitigated through appropriate layout and design. As such, it is not considered that the development of the site would have climate resilience implications. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.

<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. In overall terms, environmental impacts on cultural heritage is 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>Positive</b>	The site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). A core path runs along the eastern boundary of the site and connects to a wider network. As such, the site is in close proximity to an existing active travel network, if utilised that would have positive impact on air quality. The site is within 200 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. The site is located close to an area of open space. The site is bounded to the west by the railway line. Access to the site could be taken off Standalane. In overall terms, it is considered that the development may have positive impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on human health by proliferating private car use, which will in turn increase greenhouse gas emissions, having a detrimental impact on air quality. The site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). A core path runs along the eastern boundary of the site and connects to a wider network. As such, the site is in close proximity to an existing active travel network, if utilised that would have positive impact on human health. The site is within 200 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. The site is located close to an area of open space. The site is bounded to the west by the railway line. Access to the site could be taken off Standalane. In overall terms, it is considered that the development may have positive and negative impacts on human health.
<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 development of the site would have a negative impact on infrastructure capacity and proliferate private car use which will have a detrimental impact on air quality and greenhouse gas emissions targets. However, this development 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) around the settlement of Kilmaurs, potentially increasing overall connectivity of place. The development of this site would result in the removal of greenfield habitat, which would contribute to the loss of recreational space and landscape character out with the settlement. However, the site is considered to be largely accessible and sustainable in nature. In overall terms, impacts on material assets are likely to be both positive and negative.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

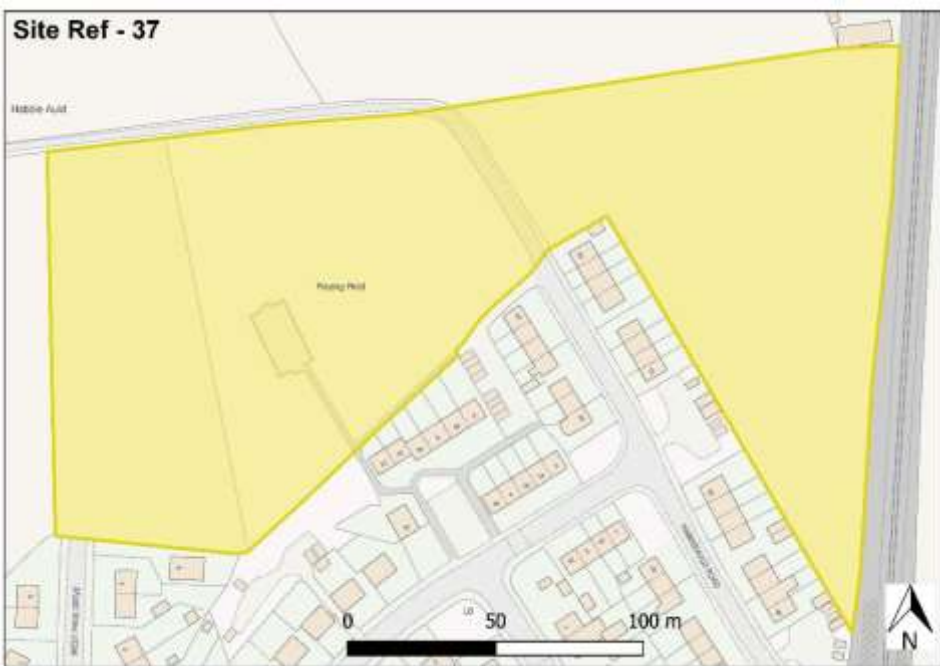
Soil	No soil constraints	Coal Authority Risk Assessment - N/A
	Vacant and Derelict Land - NO	Prime Quality Agricultural Land - YES - Locally important good quality-3(2) Contamination - NO
Water	No flood constraints.	
Access	There is good access opportunities off Standalane. The site is bounded to the east by the railway line which constraints access to the east.	
SNH comments	This site defines the western edge of the settlement gateway to Kilmaurs along Standalane from the north. Any development proposals should enhance the existing landscape framework and ensure an effective settlement edge treatment. Development should have a positive interface with Standalane and should be cohesive with existing development to the south. There is potential for wintering geese in this area which should be taken into consideration should the site be developed.	
WWTW Capacity & Waste Water	Sufficient capacity in current system.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member YES

## MIR Overall Recommendation

Positive/Negative	The site is located to the north of Kilmaurs and would be accessible from Standalane. Due to its accessibility in terms of public transport and existing active travel network, the site is considered to be sustainably located. The site is prominent and its development is likely to have implications on landscape character.
	As outlined within SNH's comments, any development proposals should enhance the existing landscape framework and ensure an effective settlement edge treatment. Development should have a positive interface with Standalane and should be cohesive with existing development to the south. There is potential for wintering geese in this area which should be taken into consideration should the site be developed.
	In overall terms, impacts are likely to be both positive and negative.



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	37		
Settlement	Kilmaurs		
Address	Land at Habbieauld Road		
Description	The site is located to the north of Kilmaurs. The site is partially contained within the settlement boundary of Kilmaurs and partially out with, in the Rural Protection Area. The site is currently used for agricultural land and there are playing fields located in the middle of the site. The site contains an area of safeguarded open space, as identified within the EALDP (2017).		
OS Grid Ref	NS4041NE		
Current Use	Playing pitch/Greenfield		
Proposed Use	Housing		
Use Description	Residential - 80-100 units		
Site Size	3.2ha		
Land type	Greenfield		
Source of Site	Progress Planning		
Outside Settlement	No		
Allocations/Props	Part of the site is located within the settlement boundary and the other part of the site is located within Rural Protection Area. Part of the site is allocated open space in current LDP.		
LDP Policies	RES 1, RES 11, TC2, TC3, INF 4, INF 6, INF 7, OP1, OP2 ENV1, ENV 2, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13.		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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. The site is located to the north of Kilmaurs and is a prominent near Standalane, and access point into Kilmaurs. It is

	considered that it's development is likely to alter the character of this area. The development of the site would also result in the loss of safeguarded open space. In overall terms, environmental impacts are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The development would not result in the loss of important soil resources such as carbon rich soils, peatland or raised/intermediate bogs. However, the site is contained within prime quality agricultural land of "Local Good Quality", the development of the site would result in the loss of this assets. As a result, the environmental impact on soil is likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The centre of the site, within the safeguarded open space (playing field), is subject to an area of high-medium surface water flood risk. There is potential for the development of the site to increase surface water flooding risk at this location due to increased impermeable surfaces. However, it is considered that any detrimental impacts could be alleviated through appropriate design and layout which integrates SuDS. As such, the environmental impacts on the water environment are considered to be neutral, and on the basis of impacts not being significant, and subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). There is a core path in relatively close proximity to the site, although it is noted there is a railway line separating the site from this active travel network. There is opportunity to expand and integrate the site with active travel networks, having a positive impact. The site is within 90 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of safeguarded open space and greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use and in turn greenhouse gas emissions. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). There is a core path in relatively close proximity to the site, although it is noted there is a railway line separating the site from this active travel network. There is opportunity to expand and integrate the site with active travel networks, having a positive impact on climate. The site is within 90 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In terms of climate resilience, the playing field section of the site (middle) is subject to a high-medium risk

	of surface water flooding. The development of this site could exacerbate existing surface water flooding of this site under a changing climate if in appropriately and inconsiderately development. In overall terms, it is considered that the development may have positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. In overall terms, environmental impacts 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>Positive/Negative</b>	There are good opportunities for site access within the existing residential area. Development of the site is likely to have negative impacts on population by proliferating private car use and in turn greenhouse gas emissions. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). There is a core path in relatively close proximity to the site, although it is noted there is a railway line separating the site from this active travel network. There is opportunity to expand and integrate the site with active travel networks, having a positive impact on climate. The site is within 90 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. However, the development of the site would result in the loss of safeguarded open space identified within the EALDP (2017). In overall terms, it is considered that the development may have positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	There are good opportunities for site access within the existing residential area. Development of the site is likely to have negative impacts on human health by proliferating private car use and in turn air quality. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). There is a core path in relatively close proximity to the site, although it is noted there is a railway line separating the site from this active travel network. There is opportunity to expand and integrate the site with active travel networks, having a positive impact on climate. The site is within 90 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. However, the development of the site would result in the loss of safeguarded open space identified within the EALDP (2017). In overall terms, it is considered that the development may have positive and negative impacts on human health.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	Development of the site is likely to have negative impacts on material assets by proliferating private car use and in turn greenhouse gas emissions, in opposition of the objectives of the MIR. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). There is opportunity to expand and integrate the site with active travel networks, having a positive impact on climate. The site is within 90 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In terms of climate resilience, the playing field section of the site (middle) is subject to a high-medium risk of surface water flooding. The development of this site could exacerbate existing surface water flooding of this site under

	a changing climate if in appropriately and inconsiderately development. In overall terms, it is considered that the development is likely to have net negative impacts on material assets.
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### Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

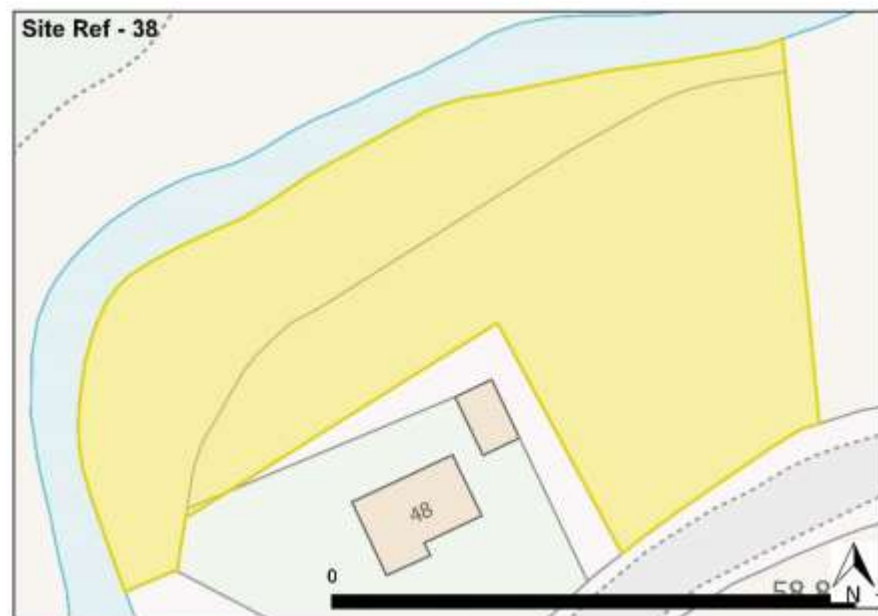
Soil	No soil constraints	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - YES - Part of the site is located within locally important good quality land 3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	Within the playing field section of the site (middle), there is a high-medium risk of surface water flooding.	
Access	There are good opportunities for site access within the existing residential area.	
SNH comments	We note that part of this site (the playing fields in the western section of the site) is allocated in the current Plan as safeguarded open space therefore built development here would result in the loss of open space. Paragraph 220 of Scottish Planning Policy states that "Planning should protect, enhance and promote green infrastructure, including open space and green networks, as an integral component of successful placemaking". There may be capacity in the eastern pocket of this site, however, it is out with the settlement boundary and detailed assessment will be required. Proposals would need to provide a robust and defensible settlement edge to prevent incremental erosion of the rural setting. Housing should also be cohesive with the character of existing development as well as having active frontages.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed units.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

### MIR Overall Recommendation

Positive/Negative	<p>The site is located to the north of the settlement of Kilmaurs. The site is partially contained within the settlement boundary, safeguarded open space and out with the settlement and in the Rural Protection Area. Development of this site would result in the loss of protected open space, which is contrary to the objectives of the EALDP (2017), LDP2 MIR and Scottish Planning Policy (Paragraph 220). The site is at a high-medium risk of surface water flooding, having climate resilience implications. However, it is considered that this could be appropriately alleviated through considerate mitigations.</p> <p>SNH conclude that there may be capacity in the eastern pocket of this site, however, it is out with the settlement boundary and detailed assessment will be required. Proposals would need to provide a robust and defensible settlement edge to prevent incremental erosion of the rural setting. Housing should also be cohesive with the character of existing development as well as having active frontages. In overall terms, environmental impacts are likely to be both positive and negative in nature. The site requires careful consideration noting the constraints experienced.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	38
Settlement	Kilmaurs
Address	48 Fenwick Road
Description	The site is located out with the settlement boundary of Kilmaurs to the east and is within the Rural Protection Area. The site is bound by the Carmel Water to the north and west of its extents. The site has a planning history which relates to the proposed residential use.
OS Grid Ref	NS4141NE
Current Use	Greenfield
Proposed Use	Business/Industry
Use Description	Residential - 2 units
Site Size	0.2ha
Land type	Brownfield
Source of Site	Peter Drummond Planning
Outside Settlement	Yes
Allocations/Props	The site is within the Rural Protection Area.
LDP Policies	RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 3, IND 3.
Most Recent App	16/0170/PP Proposed new dwelling house including associated landscaping works
Planning History	14/0546/PPP - Withdrawn, 15/0622/PPP - Withdrawn, 16/0170/PP - Refused



## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive/Negative	The site is classified as "Agricultural Lowlands" (SNH 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. The site lies along the Carmel Water and along the B751. The site is currently an unattractive brownfield site, therefore its development would have a positive impact on its landscape character. However, it would alter the rural appearance of the location, having negative impacts. In overall terms, environmental impacts are likely to be both positive and negative.



<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	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. In overall terms, the environmental impact on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site is significantly constrained by both pluvial flood risk and fluvial flood risk as a result of the Carmel Water which borders the site to the north and west. A large section of the site to the north has a high risk of flooding from surface water and a medium risk of flooding. Any development of this site would require a Flood Risk Assessment and is likely to have detrimental impacts. In overall terms, environmental impacts are likely to be negative.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Neutral</b>	As the site in question only includes a proposal for two residential units, it is not considered this will cause an adverse impact on the air quality of the area. In overall terms, environmental impacts on air quality are therefore considered to be neutral.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of and greenfield habitat which floods in the 1 in 200 year event. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. As the site is located next to the Carmel Water, any development on this site should not have an adverse impact on the water environment or its species. 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).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	As the site only proposes two residential dwellings, it is not likely to have any negative impacts on climatic factors, such as increased greenhouse gas emissions, having neutral impacts. However, in terms of climate resilience, a large section of the site to the north has a high risk of flooding from surface water and a medium risk of flooding from the Carmel Water which could be detrimentally impacted and exacerbated by changes in climate. Any development of this site would require a Flood Risk Assessment. In terms of climate resilience, the development of the site is likely to have negative impacts.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. Environmental impacts on cultural heritage 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>Positive</b>	As the site only includes a proposal for two residential dwellings, it is not considered to have a detrimental impact on air quality. The site is connected to an existing right of way network which extends northwards, having a positive impact. The site is located

	out with the settlement boundary and access could be taken from the B751. It is not considered that the development of the site would put pressure on the road network, services or facilities. In overall terms, it is considered that the development of the site is likely to have positive impacts on population.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	As the site only includes a proposal for two residential dwellings, it is not considered to have a detrimental impact on air quality and in turn human health. The site is connected to an existing right of way network which extends northwards, having a positive impact on human health. The site is also only a short walk from the edge of Kilmaurs to the centre of Kilmaurs (Irvine Road). The site is located out with the settlement boundary and access could be taken from the B751. It is not considered that the development of the site would put pressure on the road network, services or facilities. However, the site is subject to significant fluvial and fluvial flood risk which would reduce climate resilience and in turn have implications for human health. In overall terms, it is considered that the development of the site is likely to have positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is a brownfield site, the development of which would remove vacant brownfield land, having a positive impact on material assets. However, the site has significant climate resilience implications as a result of the fluvial and pluvial flood risk, which would have a detrimental impact on material assets. In overall terms, impacts on material assets are likely to be negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil constraints	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	Yes there are flooding concerns on this site.	
Access	Access could be taken from the B751.	
SNH comments	This site is out with the settlement boundary of Kilmaurs and is physically, visually and perceptually detached from existing development in Kilmaurs. Therefore, we consider that it would be challenging to deliver sustainable development in this location.	
WWTW Capacity & Waste Water	Proposed site located out with nearest PFI catchment zone- nearest waste water network considerable distance from site. This could affect site's viability.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

## MIR Overall Recommendation

### Negative

The site lies out with the settlement boundary along the Carmel Water. There are flooding concerns about this site as much of the site is within a medium risk of flooding from the Carmel Water. Development of this site could encourage ribboning of development along the B751, setting an undesirable precedent for future development in Kilmaurs and beyond.

SNH conclude that the site is physically, visually and perceptually detached from existing development in Kilmaurs and that it would be challenging to deliver sustainable development in this location. The environmental impacts are largely considered to be both positive and negative. However, it is considered that the development of the site would have significant climate resilience implications and as such, should not be supported. As such, impacts are considered to be negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	39
Settlement	Kilmaurs
Address	Crosshouse Road/ Crofthead Road
Description	The site is located to the south west of Kilmaurs and is within the settlement boundary. The rural area bounds the site to the west and south west and part of the site borders the railway. The site has a planning history which relates to the proposed use.
OS Grid Ref	NS4040NE
Current Use	Designated residential site
Proposed Use	<b>Housing</b>
Use Description	Residential - Continue as a residential site
Site Size	1.7ha
Land type	<b>Greenfield</b>
Source of Site	Hope Homes
Outside Settlement	No
Allocations/Props	305H - Housing Opportunity Site
LDP Policies	OP1, OP2, RES 1, RES 3, RES 9, RES 11, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 3, IND 3.
Most Recent App	<b>17/0429/PP</b> Proposed erection of new dwelling house
Planning History	17/0429/PP- Refused



## Strategic Environmental Assessment (SEA) Pro forma

<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 classified as "Agricultural Lowlands" (SNH 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. As the site is contained within the urban setting of Kilmaurs, it is not considered to have a detrimental impact on landscape character. However, development on the land would result in the infill of land towards the railway which could have negative implications for the proposed use. In overall terms, environmental impacts on landscape are considered to be positive and negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	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. In overall terms, the environmental impact on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There are no areas of flood risk on the site. As such, environmental impacts of the development on the water environment are likely to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on air quality. The site is within 120 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected 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. The site is located within the settlement boundary and is currently utilised as open and recreational space. The development of the site would result in the loss of open space which is not designated. However, it is considered that the development of the site could integrate and provide high quality green space within its design, mitigating any detrimental impacts on biodiversity. As such, environmental impacts on biodiversity, are likely to be neutral, subject to appropriate provision within the development.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on climatic factors. The site is within 120 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In terms of climate resilience, the site is not constrained by flood risk. In overall terms, it is considered that the development may have positive and negative impacts on air quality.



<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. In overall terms, environmental impacts 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>Positive/Negative</b>	Access to the site would need to be established at the end of the existing residential development as the site is bound by the railway to the east which blocks off direct access to the B751. Development of the site is likely to have negative impacts on population by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on population. The site is within 120 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Access to the site would need to be established at the end of the existing residential development as the site is bound by the railway to the east which blocks off direct access to the B751. Development of the site is likely to have negative impacts on human health by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on human health. The site is within 120 yards of an SPT bus route (and associated bus stop) which could be utilised, having positive impacts by increasing public transport networks. There are no negative resilience implications in terms of flood risk. In overall terms, it is considered that the development may have positive and negative impacts on human health.
<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>	Due to the urban setting of the site, it is accessible and integrated in terms of pedestrian paths, with potential for further improvements to the core path and right of way networks. The site is within a walkable distance of Kilmaur's main street (Irvine Road). There is potential for the development of this site to contribute towards this SEA objective as a result of its proximity to Kilmaur's centre and its accessibility. This creates opportunities to improve human health through active travel. However, the development may exacerbate private car use through an increased population, in turn detrimentally impacting on GHG emissions and air quality, having a negative environmental impact on GHG targets. Development may give rise to increased light, noise and air pollution which would have a significant negative environmental impact on population, human health and material assets. The site does not have any climate resilience implications. In overall terms, impacts are considered to be positive and negative. As the site is within the settlement boundary, its development would be favourable over other PIP sites out with the settlement.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

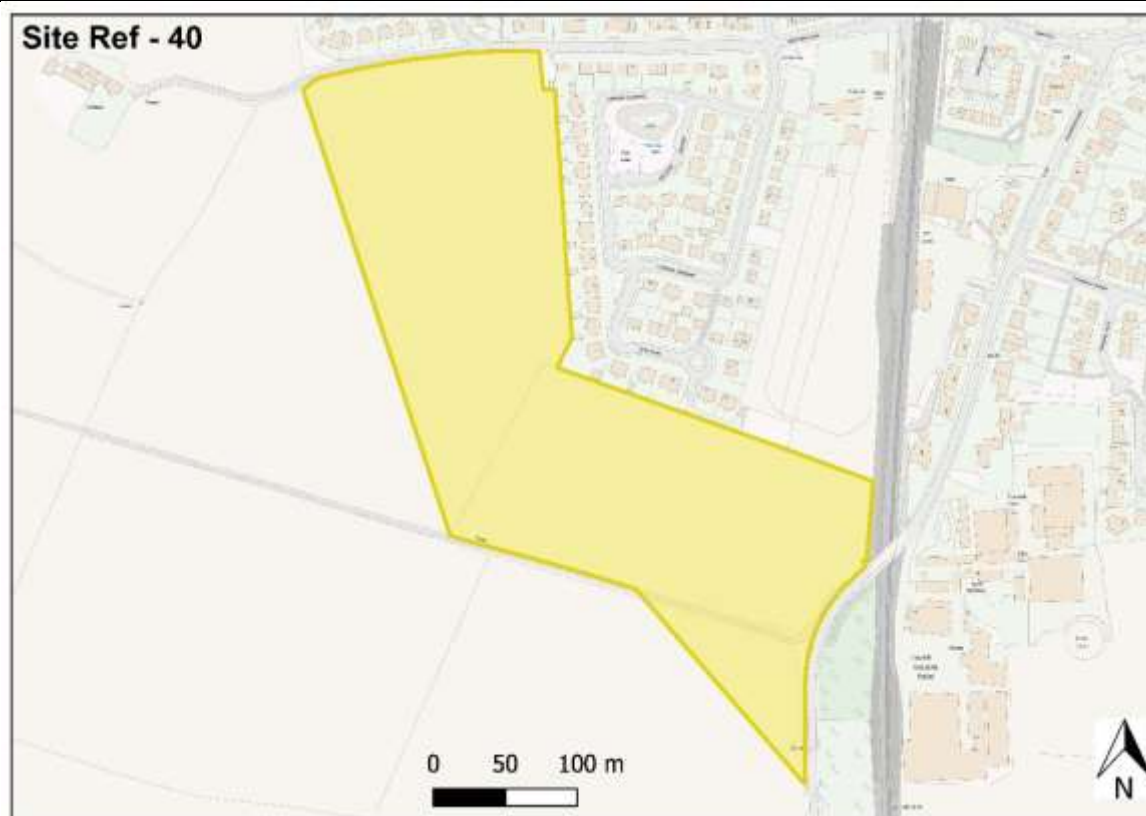
Soil	No soil constraints	Coal Authority Risk Assessment - <b>LOW-RISK</b>
	Vacant and Derelict Land - <b>NO</b>	Prime Quality Agricultural Land - <b>YES</b> - Locally important good quality- 3(2) Contamination - <b>NO</b>
Water	Medium-high risk of surface water flooding in large sections of site	
Access	The site has appropriate access connections and opportunity for integration. However, the capacity of the road would need to be assessed for infrastructure capacity.	
SNH comments	This site appears to be a relatively flat bounded by housing to the west and a railway line to the east. We note that this site is allocated for housing in the current Local Development Plan along with Site 70. We recommend a masterplan approach to ensure that development is cohesive across the site and with existing development. A multifunctional green network should also be considered at the outset of the design process to include features such as SuDS. The southern boundary of the site is identified on the semi-natural woodland inventory. The landscape framework should be strengthened, retaining the woodland on the southern boundary which is identified in the semi-natural woodland inventory. We welcome the consideration given to sustainable transport measures in the current Local Development Plan and recommend that this is carried forward to the new Plan should this site be allocated, ensuring the provision of attractive and integrated active travel connections with connections to Kilmaurs railway station.	
WWTW Capacity & Waste Water	Sufficient capacity in current system.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>YES</b>		Homes for Scotland (HfS) Member <b>YES</b>

## MIR Overall Recommendation

Positive/Negative	The site is contained within the settlement boundary and has the potential to be developed for residential use. The site is currently allocated as a Housing Opportunity site in the EALDP (2017). The development of the site is likely to have positive and negative impacts on landscape character, air quality, climatic factors, population and human health. The site has a planning history relating to the proposed use. The site is bounded to the east by rail infrastructure. This could have implications for future residents in terms of health and amenity. However, flooding issues and a transport assessment on the road infrastructure may need to be undertaken to consider if this site is deliverable.
	SNH recommend a masterplan approach to ensure that development is cohesive across the site and with existing development with a multifunctional green network should also be considered at the outset of the design process to include features such as SuDS.
	In overall terms, environmental impacts are likely to be both positive and negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	40
Settlement	Kilmaurs
Address	Land btw. Crofthead Farm and Fenceside Farm
Description	Part of the site is within the Rural Protection Area and the other part of the site is within the settlement boundary. The site lies to the south west of Kilmaurs.
OS Grid Ref	NS4040NE
Current Use	Vacant former grain mill
Proposed Use	Housing
Use Description	Residential and recreation
Site Size	7.7ha
Land type	Greenfield
Source of Site	John McFadzean
Outside Settlement	No



Allocations/Props	Part of the site is within the settlement boundary and the other part of the site is within the Rural Protection Area.	
LDP Policies	RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 3, IND 3, OP 1, OP2, TOUR 2.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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

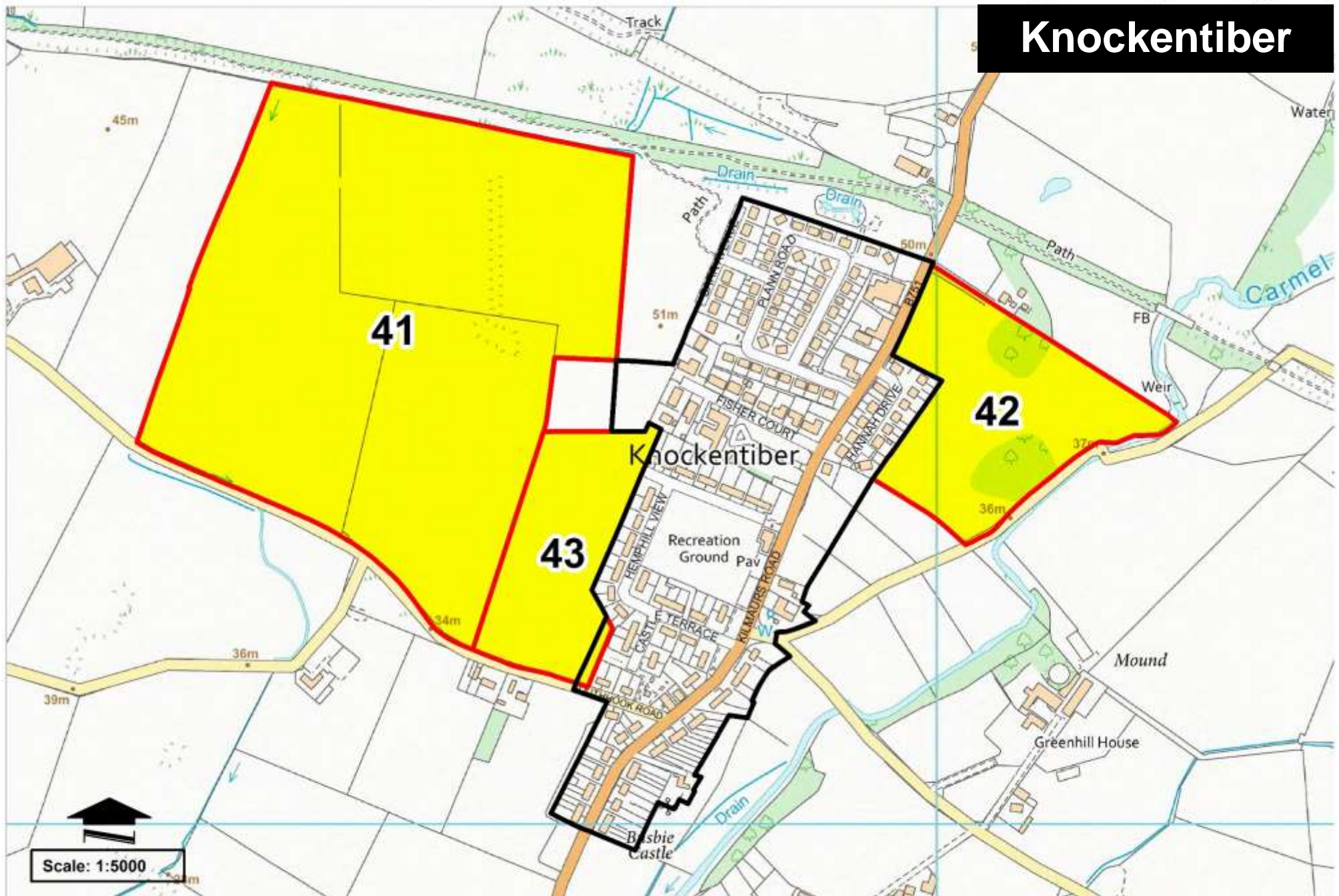
	of heavy traffic. This is a large prominent site and would constitute a moderate extension to the settlement of Kilmaurs, having a negative impact on landscape character. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	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. In overall terms, the environmental impact on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There are large areas of the site which are subject to high to medium risk of surface water flooding. These are spread across the site. It is considered that considerate design, and the utilisation of SuDS could reduce this risk. In overall terms, the environmental impact on the water environment is likely to be neutral, on the basis of impacts not being significant, and subject to appropriate mitigation which will reduce negative impacts.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located partially within settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on air quality. The site is within 280 yards of an SPT bus route (and associated bus stop) at its closest point, which could be utilised, having positive impacts by increasing public transport networks. In overall terms, it is considered that the development may have positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of greenfield habitat which may have an adverse impact on biodiversity, flora and fauna. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors, proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located partially within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to an existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on climatic factors. The site is within 280 yards of an SPT bus route (and associated bus stop) at its closest point, which could be utilised, having positive impacts by increasing public transport networks. The site is subject to large sections of the site which are at high-medium risk of surface water flooding. This flood risk could be exacerbated under a changing climate, having negative impacts on climate resilience. In overall terms, it is considered

	that the development may have positive and negative impacts climatic factors. There are Development of this site would increase car usage.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. In overall terms, environmental impacts 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>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located partially within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on air population. The site is within 280 yards of an SPT bus route (and associated bus stop) at its closest point, which could be utilised, having positive impacts by increasing public transport networks. There is good access to the site as the site bounds the B751 at the south east. Access could be taken off this road. There is a core path which follows the B751 which will promote active travel to the site. In overall terms, it is considered that the development may have positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use. However, the site is accessible and within a walkable distance of Kilmaur's main street (Irvine Road). The site is located partially within the settlement boundary the site is considered to be appropriately accessible. As such, the site is in close proximity to existing active travel mechanisms such as pedestrian footpaths, if utilised that would have positive impact on air human health. The site is within 280 yards of an SPT bus route (and associated bus stop) at its closest point, which could be utilised, having positive impacts by increasing public transport networks. There is good access to the site as the site bounds the B751 at the south east. Access could be taken off this road. There is a core path which follows the B751 which will promote active travel to the site. However, the site has potentially detrimental impacts in terms of climate resilience, which could in turn have a negative impact on human health. In overall terms, it is considered that the development may have positive and negative impacts on human health.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	Part of the site is within the settlement boundary and residential development would be appropriate here. However, the other part of the site is within the Rural Protection Area and residential development would be less likely accepted here. The development of the site could constitute a moderate extension to the settlement of Kilmaurs, especially if site 39 is also developed, putting additional pressures on amenities, facilities and services within Kilmaurs. The development of the site is likely to increase private car use, proliferating GHG emissions, in opposition to the MIR and SG objectives. The site is also subject to surface water flood risk, the development of which could exacerbate flood risk reducing resilience. In overall terms, environmental impacts on material assets are likely to be negative, subject to appropriate mitigation.



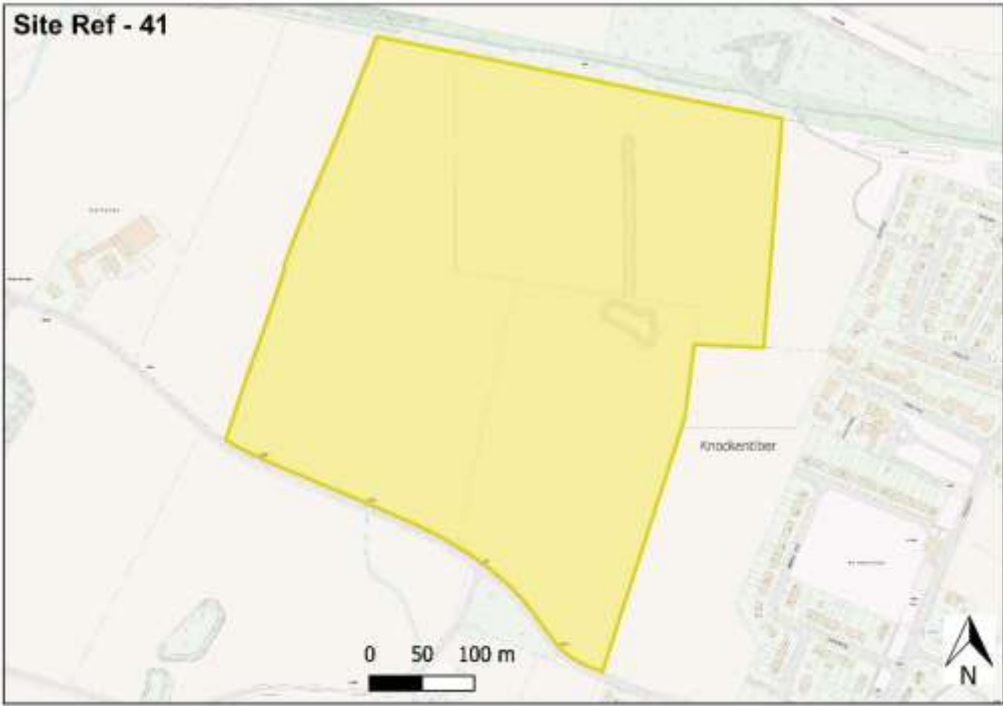
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil constraints	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Locally important good quality-3(2)
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>
Water	There are parts of the site which lie within a high-medium risk of surface water flooding.	
Access	The site could be accessed from B751 or to Crofthead Road to the north.	
SNH comments	This is a large greenfield site located in Kilmaurs. We note that this site is allocated for housing in the current Local Development Plan along with Site 39. We recommend a masterplan approach to ensure development is cohesive across the site and with existing development. A multifunctional green network should also be considered at the outset of the design process including features such as SuDS. We welcome the consideration given to sustainable transport measures in the current Local Development Plan and recommend that this is carried forward to the new Plan should this site be allocated, ensuring the provision of attractive and integrated active travel connections.	
WWTW Capacity & Waste Water	Capacity available depending on proposed units. Early engagement with Scottish Water required.	
Water supply	Capacity available depending on proposed units. More information needed.	
Housing Land Audit (HLA) 2019 <b>YES</b>		Homes for Scotland (Hfs) Member <b>NO</b>
MIR Overall Recommendation		
Positive/Negative	<p>Part of the site is within the settlement boundary and the other part of the site is within the Rural Protection Area. Large parts of the site are at high-medium risk of surface flooding. The site has good access opportunities and a core path which could connect the site to the centre of Kilmaurs.</p> <p>SNH state that if allocated, a masterplan approach is recommended to ensure that development is cohesive across the site and with existing development. A multifunctional green network should also be considered at the outset of the design process including features such as SuDS.</p> <p>In overall terms, environmental impacts are likely to be both positive and negative, with climate resilience implications.</p>	

# Knockentiber



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	41	
Settlement	Knockintiber	
Address	Land to the west of Knockintiber	
Description	The site is located to the west of Knockintiber and is considered to be a greenfield site. The site is located within the Rural Protection Area and is wholly out with the settlement boundary of Knockintiber. The site does not have a planning history.	
OS Grid Ref	NS3939NW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - 25-250 units	
Site Size	19.5ha	
Land type	Greenfield	
Source of Site	Keppie Planning	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 4, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH Character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. Development on this site would result in loss of open green space and locally important good quality agricultural land. The proposed development site is twice the size of Knockentiber, which would result in a severe impact on the landscape. In overall terms, environmental impacts on landscape are likely to be negative and significant.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	Coal Development Risk in the whole site is High, and there are several coal seams in the area. The development of the site is likely to have detrimental impacts as a result of previous mining activity. There is potential contamination in a small section on the southernmost border. The site also borders a small contaminate site to the south east and a significantly large site to the north east. The development of the site is likely to result in the treatment and/or removal of contaminated land, having a positive impact on soil quality. Development would result in the loss of important soil resources as the land is designated as "Locally Important Good Quality" Agricultural Land, having a negative impact on soil. In overall terms, the environmental impacts of the development of the site are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is subject to low- high risk of surface water flooding in various locations of the site, to varying scales. There is potential for the development of the site to increase surface water flooding risk at this location due to increased impermeable surfaces. However, it is considered that any detrimental impacts could be alleviated through appropriate design and layout which integrates SuDS. As such, the environmental impacts on the water environment are considered to be neutral, subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use, having positive impacts on air quality. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, environmental impacts 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site does not contain nor does it lie in proximity to any designated or safeguarded sites. The site is partially encompassed within the Central Scotland Green Network's (CSGN) non-core high dispersal Acid Grassland Network. The removal of which is considered to have a negative impact on biodiversity, leading to the loss and fragmentation of this habitat. Extension of the settlement on greenspace is in principle not recommended. In overall terms, environmental impacts on biodiversity are likely to be negative.



<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In terms of climate resilience, the site is subject to low-high pluvial flood risk which could be exacerbated by a combination of the development (increased impermeable surfaces) and a changing climate, reducing resilience. In overall terms, environmental impacts are likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. In overall terms, environmental impacts 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>Positive/Negative</b>	Development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. In overall terms, environmental impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is located within a predominately rural area which has its own health benefits in terms of air quality and access to green space. However, development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use, it is likely that residential population in this location would choose private car over other means of transport to access services. . Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. In overall terms, environmental impacts on human health are likely to be both positive and negative.



Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is a greenfield site, the development of which is not generally supported. Development in this site is likely to have negative impacts on material assets by proliferating private car use as a result of increasing the residential population of the area. There is opportunity to integrate with and expanding existing active travel networks around Knockentiber, having a positive impact on material assets. There is potential for the site to have climate resilience implications as a result of pluvial flood risk, which would have a detrimental impact on material assets. This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The development of the site would also constitute a significant extension to the settlement of Knockentiber, putting substantial pressure on existing facilities, amenities and services. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low and high risk development area.	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - YES - Locally important good quality-3(2)
	Vacant and Derelict Land - NO	Contamination - YES
Water	No flood risk comments have been raised.	
Access	The site is accessible and integrated within public transport, National Cycle Network and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	This is a large site which is located out with the settlement boundary and appears to rise in the centre of the site. It is physically and visually detached from existing development within the settlement. The site contributes to the rural setting of the surrounding area and development here would be a significant extension to the settlement, eroding the rural setting. We consider that this site should only be taken forward if Site 47 is developed.  If allocated, we recommend that a masterplan approach is taken to ensure cohesion across the site and with existing and proposed development. Green networks should also be incorporated with consideration given from the outset of the design process. The site is bound by semi-natural woodland to the north and an appropriate buffer should be provided should the site be allocated. Proposals should provide active travel connections, linking in with the strategic network such as National Cycle Network Route 73.	
WWTW Capacity & Waste Water	Sufficient capacity to serve proposed units.	
Water supply	Sufficient capacity in current system. A water impact assessment would be required for this site.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member ASSOCIATE

## MIR Overall Recommendation

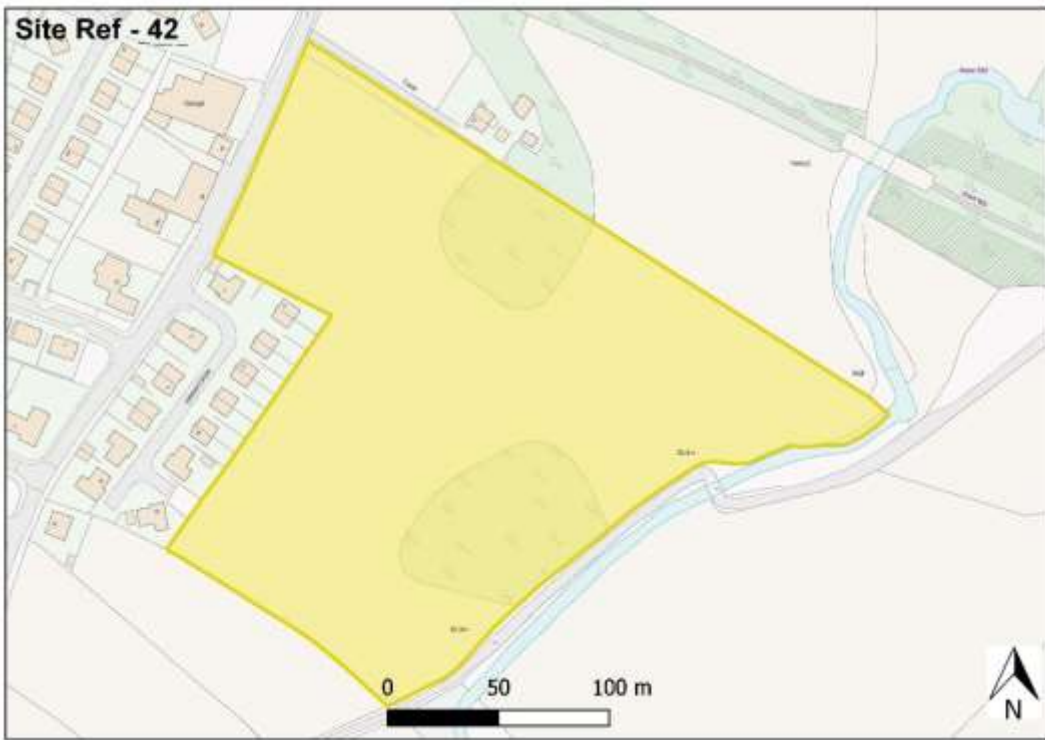
### Negative

This is a greenfield site out with the Knockentiber settlement boundary, within the Rural Protection Area. Development in this site would result in loss of prime quality agricultural land and severe impact on landscape. The development of the site could result in the removal and/or treatment of contaminated land, having a positive impact on soil and human health. However, there are potential climate resilience implications as the site is current subject to surface water flooding which could be exacerbated following the development and under a changing climate. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the National Cycle Network and Core Paths, the expected increased private car use would have an overall adverse impact on air quality and climate.

In accordance with SNH's comments, this site should only be taken forward if Site 47 is developed and a masterplan approach is taken to ensure cohesion across the site and with existing and proposed development. However, it is considered that the development of the site would have significant implications on the landscape character of Knockentiber and constitutes a significant extension.

In overall terms, environmental impacts are considered to be negative and it is not recommended that the site be brought forward in LDP2 at the scale proposed.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	42	
Settlement	Knockentiber	
Address	Land at Knockentiber	
Description	The site is a greenfield site, located to the east of Knockentiber. The site is out with the settlement boundary and is in the Rural Protection Area. The site has no planning history.	
OS Grid Ref	NS4039SW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential - 110 units	
Site Size	4.5ha	
Land type	Greenfield	
Source of Site	Rick Finc Associates	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 4, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. The site is located within the Agricultural Lowlands. Development on this site would result in loss of open green space and locally important good quality agricultural land. The proposed development site is about half the size of Knockentiber, which would result in a severe impact on the landscape character of the settlement. The site is also prominent, located off of a key access route into and out of the settlement. In overall terms, impacts on landscape are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	Coal Development Risk in the whole site is High, and there are several coal seams in the area. The development of the site is likely to have detrimental impacts as a result of previous mining activity. The site contains two areas of potential contamination to the north and south. The site also borders a small contaminated site to the east. The development of the site is likely to result in the treatment and/or removal of contaminated land, having a positive impact on soil quality. Development would result in the loss of important soil resources as the land is designated as "Locally Important Good Quality" Agricultural Land, having a negative impact on soil. In overall terms, the environmental impacts of the development of the site are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is bounded to the east by the Carmel Water. Although there is no substantial flood risk in the site, it borders an area of low-high fluvial flood risk in the 1 in 200 year event. It is considered that any detrimental impacts within the site could be alleviate with appropriate mitigation. As such, impacts on the water environment are likely be neutral, subject to appropriate mitigation (design, layout, SuDS).
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site does not contain nor does it lie in proximity to any designated or safeguarded sites. The site is wholly encompassed within the Central Scotland Green Network's (CSGN) non-core high dispersal Acid Grassland Network. The removal of which is considered to have a negative impact on biodiversity, leading to the loss and fragmentation of this habitat. Extension of the settlement on greenspace is in principle not recommended. In overall terms, environmental impacts on biodiversity are likely to be negative.

<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. The site has potential climate resilience constraints, the site borders the Carmel Water and an area of low-high risk of fluvial flooding. This could be exacerbated in a changing climate, with potentially negative implications for the site in question. In overall terms, impacts on climatic factors are likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is in proximity of an archaeological site, where four stone coffins were found before 1856, but no remains exist and development is unlikely to have any adverse effect. As such, impacts are likely to be neutral, subject to considerate design.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. In overall terms, environmental impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is located within a predominately rural area which has its own health benefits in terms of air quality and access to green space. However, development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use, it is likely that residential population in this location would choose private car over other means of transport to access services. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. As the site borders the Carmel Water and an area which is subject to low-high fluvial flooding, there is potential for the site to have climate resilience implications. In overall terms, environmental impacts on human health are likely to be both positive and negative.



Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is a greenfield site, the development of which is not generally supported. Development in this site is likely to have negative impacts on material assets by proliferating private car use as a result of increasing the residential population of the area. There is opportunity to integrate with and expanding existing active travel networks around Knockentiber, having a positive impact on material assets. There is potential for the site to have climate resilience implications as a result of fluvial flood risk, which would have a detrimental impact on material assets. The development of the site would also constitute a significant extension to the settlement of Knockentiber, putting substantial pressure on existing facilities, amenities and services. In overall terms, impacts on material assets are likely to be both positive and negative.		
	Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority high risk development area.	Coal Authority Risk Assessment - HIGH-RISK	
		Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)	
	Vacant and Derelict Land - NO	Contamination - YES	
Water	No flood risk comments have been raised.		
Access	The site is accessible and integrated within public transport, National Cycle Network and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.		
SNH comments	This is a relatively large, open site which defines the eastern settlement edge of Knockentiber from the north along Kilmaurs Road (B751). This would present a significant extension to Knockentiber into the rural setting. Should this site be allocated, development should be restricted to the north-west of the site adjacent to Kilmaurs Road (B751), with a positive interface onto the road, and a robust edge created at the south-eastern boundary linking into the fragmented woodland in the north. Proposals should be cohesive with existing development to the south-west and west. There is an area of semi-natural woodland in the south-east of the site which should be retained and incorporated into the design of the development.		
WWTW Capacity & Waste Water	Sufficient capacity to serve 110 units. Surface water and combined sewers run through site. Early engagement with Scottish Water's Asset Impact team is essential to ensure this conflict does not impact economic site viability for developers due to required stand off distances.		
Water supply	Sufficient capacity in current system.		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO	

## MIR Overall Recommendation

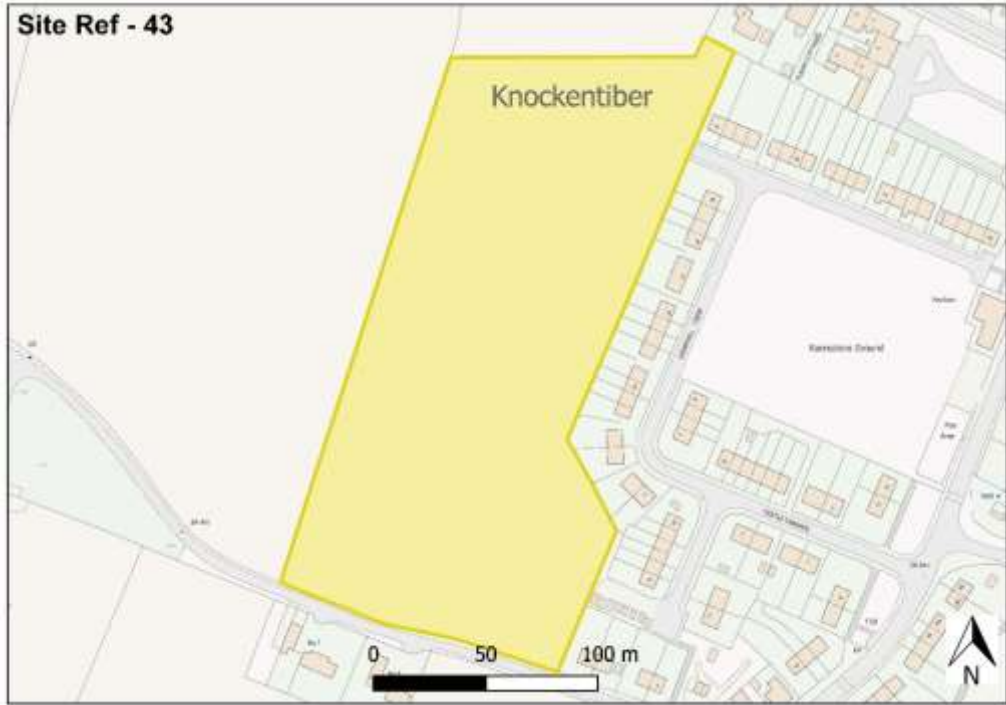
### Positive/Negative

This is a greenfield site out with the Knockentiber settlement boundary, within the Rural Protection Area. Development in this site would result in loss of locally important prime quality agricultural land and severe impact on landscape. The development of the site could result in the removal and/or treatment of contaminated land, having a positive impact on soil and human health. However, there are potential climate resilience implications as the site is current subject to surface water flooding which could be exacerbated following the development and under a changing climate. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the National Cycle Network and Core Paths, the expected increased private car use would have an overall adverse impact on air quality and climate. In accordance with SNH's comments, this site should only be taken forward if Site 47 is developed and a masterplan approach is taken to ensure cohesion across the site and with existing and proposed development. However, it is considered that the development of the site would have significant implications on the landscape character of Knockentiber and constitutes a significant extension.

In overall terms, environmental impacts are considered to be negative and it is not recommended that the site be brought forward in LDP2 at the scale proposed. SNH outline that should this site be allocated, development should be restricted to the north-west of the site adjacent to Kilmaurs Road (B751), with a positive interface onto the road, and a robust edge created at the south-eastern boundary linking into the fragmented woodland in the north.

In overall terms, it is considered that environmental impacts are likely to be both positive and negative.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	43		
Settlement	Knockentiber		
Address	Land adjacent to Southhook Road		
Description	The site is a moderately sized greenfield site located out with the settlement boundary to the east of Kilmaurs. The site is not allocated within the EALDP (2017) as a development opportunity. The site is within the Rural Protection Area. The site does not have a planning history.		
OS Grid Ref	NS3939SE		
Current Use	Vacant amusement park and agricultural land		
Proposed Use	Housing		
Use Description	Residential - 40-60 units		
Site Size	3.1ha		
Land type	Greenfield		
Source of Site	Progress Planning		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 1, RES 2, RES 4, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. The site is located within the Agricultural Lowlands. Development on this site would result in loss of open green space and locally important good quality agricultural land. The site is relatively small scale, however, when considered against the scale of Knockentiber, its development would constitute a moderate extension to the settlement, having a detrimental impact on the character of the small settlement. As such, impacts on landscape are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	Coal Development Risk in the whole site is High, and there are several coal seams in the area. The development of the site is likely to have detrimental impacts as a result of previous mining activity. The site contains an area of potential contamination to the south. The development of the site is likely to result in the treatment and/or removal of contaminated land, having a positive impact on soil quality. Development would result in the loss of important soil resources as the land is designated as "Locally Important Good Quality" Agricultural Land, having a negative impact on soil. The development of this site would not result in the loss of carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of the site are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	Although there is no substantial flood risk in the site, it borders an area of low-high surface water flood risk to the south-east and south-west. It is considered that any detrimental impacts within the site could be alleviate with appropriate mitigation. As such, impacts on the water environment are likely be neutral, subject to appropriate mitigation (design, layout, SuDS).
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, environmental impacts on air quality are likely to be both positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The development of this site would result in the removal of greenfield habitat which may have an adverse impact on biodiversity, flora and fauna. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative

	impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In terms of climate resilience, the site should appropriate consider the surface water constraints which border the site, these could be exacerbated under a changing climate. In overall terms, environmental impacts on climate is likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Environmental impacts are therefore considered 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>Positive/Negative</b>	Development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. In overall terms, environmental impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is located within a predominately rural area which has its own health benefits in terms of air quality and access to green space. However, development in this site is likely to have negative impacts on population and human health by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus stop, and there are cycle ways, Core Paths and a route in the National Cycle Network nearby which might promote active travel and public transport use, it is likely that residential population in this location would choose private car over other means of transport to access services. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. However, it is also noted that no town centres are within walking distance of the site. As the site borders the Carmel Water and an area which is subject to low-high surface water flooding, there is potential for the site to have climate resilience implications. In overall terms, environmental impacts on human health are likely to be both positive and negative.



Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Positive/Negative	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority. As such, the identification of this site would be contrary to this aim. The site is a greenfield site, the development of which is not generally supported. Development in this site is likely to have negative impacts on material assets by proliferating private car use as a result of increasing the residential population of the area. There is opportunity to integrate with and expanding existing active travel networks around Knockentiber, having a positive impact on material assets. There is potential for the site to have climate resilience implications as a result of surface water flood risk which borders the site. This could have a detrimental impact on material assets under a changing climate if inappropriately developed. The development of the site would also constitute a significant extension to the settlement of Knockentiber, putting substantial pressure on existing facilities, amenities and services. In overall terms, impacts on material assets are likely to be both positive and negative.		
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
Soil	Coal Authority high risk development area.	Coal Authority Risk Assessment - HIGH-RISK	
		Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)	
	Vacant and Derelict Land - NO	Contamination - YES	
Water	No flood risk comments have been raised.		
Access	The site is accessible and integrated within public transport, National Cycle Network and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.		
SNH comments	This is a greenfield site located out with the settlement boundary for Knockentiber. The site contributes to the rural setting of the surrounding area and development here would set an unfortunate precedent for further development west of Knockentiber, further eroding the rural setting. Should this site be allocated alongside Site 40, there would be a significant extension to the urban character with adverse landscape and visual effects.  Proposals should strengthen the landscape framework, ensuring a robust and defensible settlement boundary and enhancing the gateway to Knockentiber. The land rises to the north of the site therefore we recommend that careful consideration is given to the siting and layout of development. A masterplan approach should be take if Site 40 is also allocated to maintain cohesion across the site and with existing development. There is an opportunity to create active travel connections which link into the strategic network along National Cycle Route 73.		
WWTW Capacity & Waste Water	Sufficient capacity for proposed units.		
Water supply	Sufficient capacity in current system.		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO	

## MIR Overall Recommendation

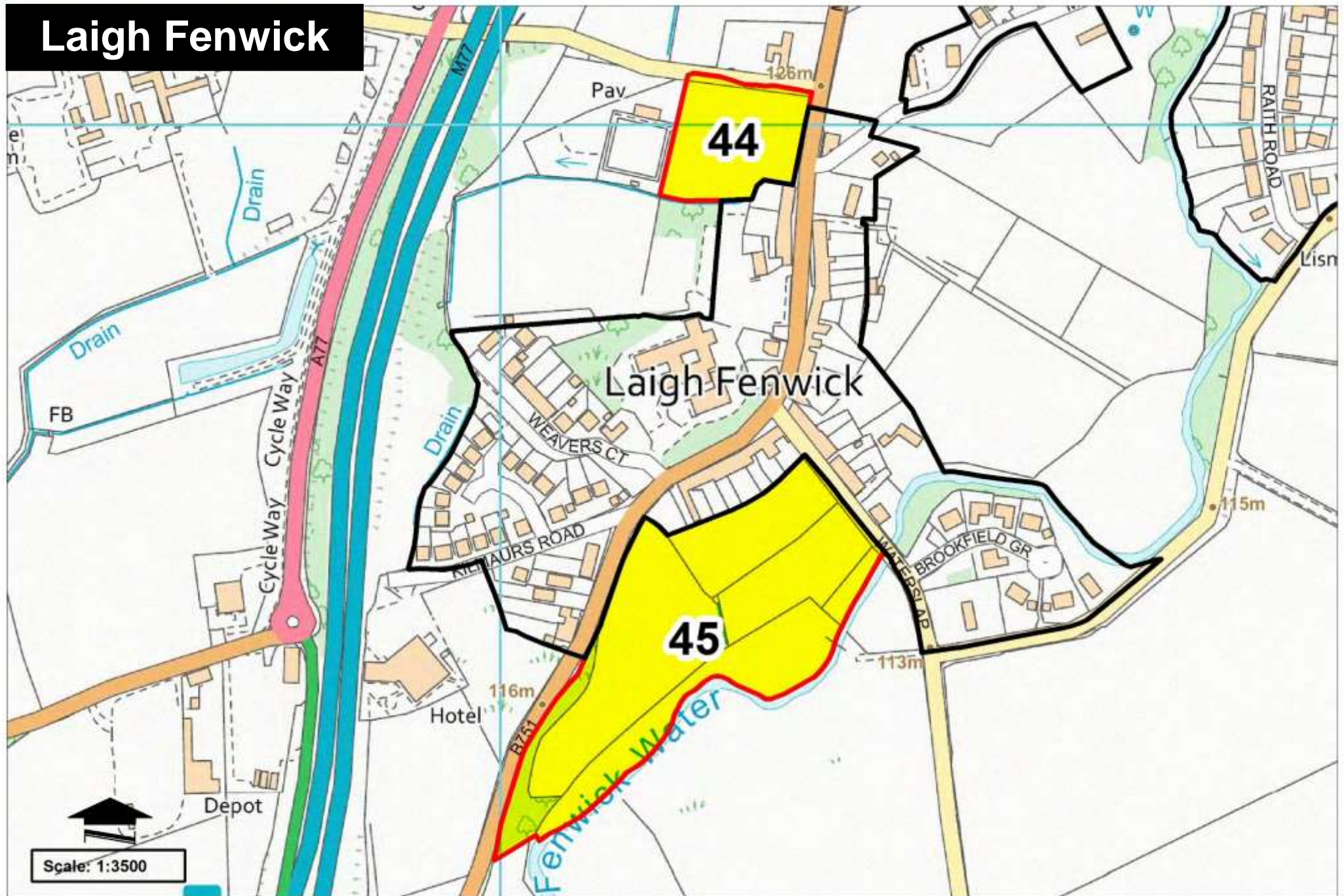
### Positive/Negative

This is a greenfield site out with the Knockentiber settlement boundary, within the Rural Protection Area. Development in this site would result in loss of prime quality agricultural land and severe impact on landscape. There is no flood risk in the area, but areas of potential contamination exist and there is a high Coal Authority Development Risk throughout the site. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the National Cycle Network and Core Paths, the expected increased private car use would have an overall adverse impact on air quality and climate.

In accordance with SNH's comments, should the site be included in LDP2, proposals should strengthen the landscape framework, ensuring a robust and defensible settlement boundary and enhancing the gateway to Knockentiber, adopting a masterplan approach. It is also noted that the land rises to the north of the site therefore we recommend that careful consideration is given to the siting and layout of development.


In overall terms, environmental impacts are likely to be both positive and negative.

# Laigh Fenwick



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	44		
Settlement	Laigh Fenwick		
Address	Land to the south of Langside		
Description	The site is located to the north-west of the settlement boundary of Laigh Fenwick. The site is bordered by the a pavilion and then the M77 to the west and Main Road to the west. The site has no planning history.		
OS Grid Ref	NS4642SW		
Current Use	Vacant land that includes a bing (part of site out with settlement boundary)		
Proposed Use	Housing		
Use Description	Residential - 16 units		
Site Size	0.8ha		
Land type	Greenfield		
Source of Site	ASJ Ventures Ltd - Agent		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Neutral	The site is classified as "Agricultural Lowlands" (SNH 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. The site is located within the Agricultural Lowlands. This is moderately scaled and appropriate for the scale of Laigh



	Fenwick. The development of this site is unlikely to have a positive or negative impact on the landscape character and/or setting of Laigh Fenwick. As such, the impacts are considered to be neutral.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. In overall terms, environmental impacts are likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There are two small areas to the south-east of site which are at low-medium risk of surface water flooding. However, it is considered that this could be alleviated through appropriate design and layout within the development. In overall terms, this option is likely to have a neutral impact on the water environment, on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route if utilised, would have positive environmental impacts on air quality. It is also noted that the site is within 160 yards of the M77 which is likely to have negative impacts on the residents in terms of air pollution from this important road. In overall terms, it is considered that the development may have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site contains no statutory and non-statutory biodiversity or nature designations in support of the above SEA objective. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A core path runs along the top and eastern side of the site which extends through Kilmaronock to the south and to Stewarton to the north. If utilised this is likely to have positive impacts on climate, reducing greenhouse gas (GHG) emissions. The addition of 16 units is likely to increase private car use, despite opportunities for active travel, having a negative impact on climatic factors. The development of the site has no significant climate resilience implications in terms of flood risk. As such, the impacts are likely to be positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to a C listed building (39 Main Road). The site also borders Laigh Fenwick Conservation Area. An archaeological site/area intrudes into the site to the south-east. Development is likely to have a negative impact on these assets,



	although it is considered that this could be reduced by through appropriate design. However, as a precaution impacts are considered 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 site has adequate active travel network connections. A core path runs along the top and eastern side of the site which extends through Kilmarnock to the south and to Stewarton to the north. The site therefore has opportunity to access and integrate with active travel networks. If utilised this is likely to have positive impacts on climate, reducing greenhouse gas (GHG) emissions. The addition of 16 units is likely to increase private car use, despite opportunities for active travel, having a negative impact on climatic factors. The development of the site has no significant climate resilience implications in terms of flood risk. As such, the impacts are likely to be positive and negative. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. In overall terms, impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	A core path borders the northern and eastern extent of the site in question. The site therefore has opportunity to access and integrate with active travel networks, having a positive impact on human health. The site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route which could be utilised to access services and facilities. The site is located approximately 160 yards from the M77, having potentially negative implications on air quality and in turn human health. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just out with the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. In overall terms, environmental impacts are likely to be both positive and negative in nature.
<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 contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary. As such, the identification of this site would be contrary to this aim. However, a core path borders the northern and eastern extent of the site in question. The site therefore has opportunity to access and integrate with active travel networks, having a positive impact on material assets. The site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route which could be utilised to access services and facilities. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just out with the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. The site does not have any significant climate resilience implications relating to flood risk. In overall terms, environmental impacts are likely to be both positive and negative in nature.

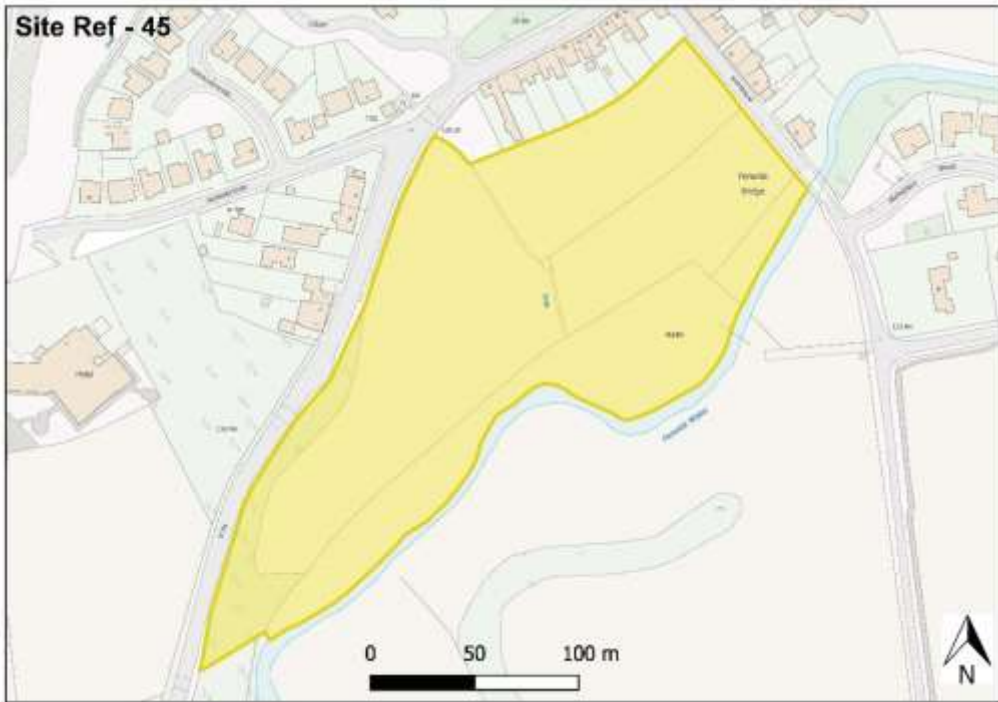
## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

Soil	No soil issues.	Coal Authority Risk Assessment - <b>N/A</b>
		Prime Quality Agricultural Land - <b>NO</b>
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>
Water	Minor issues. Small pockets of low-medium risk surface water flooding.	
Access	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
SNH comments	This is an open site located out with the settlement boundary of Laigh Fenwick, however, if well-designed, we consider that development could be accommodated here following detailed assessment. Any proposals should ensure cohesion with existing development, with housing having a positive interface with the B751 and lane to the north of the site. Proposals should maximise on proximity to cycle network (along lane to north), providing attractive connections to contribute to the wider network. There is semi-natural woodland along southern edge of site for which there should be an appropriate buffer provided.	
WWTW Capacity & Waste Water	Sufficient capacity to serve proposed 16 units. Combined sewer cuts into lower section of the site. Early engagement with Scottish Water's Asset Impact team is required to determine stand off distances that may be required.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

Positive/Negative	The site has potential to be made deliverable and could effectively contribute to housing land requirements. As outlined within SNHs comments, proposals should ensure cohesion with existing development, with housing having a positive interface with the B751 and lane to the north of the site. There is potential for the development of this site to have adverse impacts on the environment if inappropriately developed. Should the site be taken forward, the settlement boundary of Laigh Fenwick would need to be altered to incorporate the site.
	Further information about the environmental impacts of the development of this site will be required to address all outstanding issues.

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	45	
Settlement	Laigh Fenwick	
Address	Waterslap Road	
Description	The site is located to the south of the settlement boundary of Laigh Fenwick and intends into the settlement itself. The site is not allocated as a development opportunity site within the EALDP (2017), however, it is found within the Rural Protection Area. The site has no planning history.	
OS Grid Ref	NS4642NW	
Current Use	Vacant greenfield outside settlement boundary	
Proposed Use	Housing	
Use Description	Residential - 26 units including Affordable Housing	
Site Size	3.5ha	
Land type	Greenfield	
Source of Site	Paterson Partners - Agent	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. The scale of the proposed site is large and would constitute a significant extension to Laigh Fenwick which is a relatively small settlement. Therefore, it is considered that the development of this greenfield land is likely to have a significant detrimental impact on the landscape setting and character of the settlement. Impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. The soil type is categorised as non-calcareous gleys. In overall terms, impacts are likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Negative</b>	The site follows the boundary of the Fenwick Water. It is therefore at low-high risk of fluvial flooding in the 1 in 200 year event, with a large portion of the site to the south being covered by this risk. The Fenwick Water is a heavily modified water body. Water quality is rated poorly overall, as it is detrimentally impacted by rural sources of diffuse pollution. The site is also subject to a moderate area of surface water flooding (low-high risk) near the centre of the site. All flood risk is generally concentrated to the southern boundary of the site. There is potential capacity for development to the north-east and the north-west of the site. There is potential for flood risk to be managed through careful consideration, consultation with SEPA and appropriate layout and design (including SuDs). However, this is hard to determine at this stage. The development of the site could have significant climate resilience implications, with flood risk being exacerbated as a result of the sites development and a changing climate. As such, as a precaution, impacts are likely to be negative, pending further investigation and consultation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is accessible and within a walkable distance of Fenwick's and Laigh Fenwick's main street and a SPT bus stop and route if utilised, would have positive environmental impacts on air quality. It is also noted that the site is within 185 yards of the M77 which is likely to have negative impacts on the residents in terms of air pollution from this important road. In overall terms, it is considered that the development may have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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 also acts as a floodplain. The sites contribute to the green corridor, creating recreational spaces and habitat

	networks, the removal of which would be adverse. SNH conclude that there is potential for otters and water voles at this location. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A core path runs along the western side of the site which extends through Kilmarnock to the south and to Stewarton to the north. However, the addition of 26 units is likely to increase private car use, despite opportunities for active travel. As such, the impacts are considered to be adverse, having a negative impact on climatic factors. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on climate are likely to be positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is in close proximity to a number of B listed building (12-20 Main Road). The site also borders Laigh Fenwick Conservation Area. An archaeological site/area intrudes into the site to the north. The site contains a number of protected trees (TPOs). As such, there is significant potential for the development of this site to have an adverse impact on the setting of the historic environment. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
<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 has adequate active travel network connections. A core path borders the site to the west. This path integrates with an extensive network that extends to Kilmarnock and Stewarton and beyond. The site therefore has opportunity to access and integrate with active travel networks. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. The development of the site is likely to proliferate private car use, having a negative impact on air quality, and in turn population. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on population are likely to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site has adequate active travel network connections. A core path borders the site to the west. This path integrates with an extensive network that extends to Kilmarnock and Stewarton and beyond. The site therefore has opportunity to access and integrate with active travel networks. The site also has appropriate public transport access as it is in close proximity to an SPT bus route and a bus stop. The development of the site is likely to proliferate private car use, having a negative impact on air quality, and in turn population. The development of the site has potentially significant climate resilience implications in terms of fluvial flood risk. As such, impacts on population are likely to be positive and negative. The site therefore has opportunity to access and integrate with active travel networks. In overall terms, environmental impacts on human health 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>Negative</b>	The site is contained within the Rural Protection Area and as such its development would be contrary to the EALDP (2017) as currently identified. LDP2 intends to extend the Rural Protection Area in order to reduce rural residential pressure to the north of the authority boundary. As such, the identification of this site would be contrary to this aim. This would be a significant extension to the settlement



	of Laigh Fenwick. However, a core path borders the western extent of the site in question. The site therefore has opportunity to access and integrate with active travel networks, having a positive impact on material assets. The site is accessible and within a walkable distance of Fenwick’s and Laigh Fenwick’s main street and a SPT bus stop and route which could be utilised to access services and facilities. The development of the site is also likely to have a negative impact on air quality as it is likely to proliferate private car use. The development of the site would result in the loss of greenfield land just out with the settlement boundary of Laigh Fenwick. Fenwick has been identified as open space deficient. The removal of this land could have implications for human health. The site potentially has significant climate resilience implications relating to fluvial flood risk. In overall terms, environmental impacts are likely to be both positive and negative in nature.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - Not prime agricultural land- MacAulay 4.1 and 4.2
	Vacant and Derelict Land - NO	Contamination - NO
Water	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
Access	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
SNH comments	This is a large site located out with the settlement boundary of Laigh Fenwick which would be a significant extension to the settlement. We consider that there will be landscape and visual impacts from existing housing, however, there may be capacity for development in the northern section of the site in line with existing development.  Proposals should take into consideration the siting and layout of development. This site defines the south-eastern edge of development and proposals should include an appropriate landscape framework with a robust settlement edge. The semi-natural woodland along the north-western edge should be retained and incorporated into the landscape framework. The site appears to be used for informal recreation and there are opportunities to create a network of paths, maximising on the riverside location with active travel provision along Fenwick Water. This also presents opportunities to enhance and contribute to the blue/green network. There is potential for otters along the watercourse and water voles in the flat field/flood zone which should be taken into consideration.	
WWTW Capacity & Waste Water	Sufficient capacity in current system however early engagement needed with Scottish Water's Asset Impact team to determine stand off distances which may impact site viability.	
Water supply	Sufficient capacity in current system.	

**MIR Overall Recommendation****Positive/Negative**

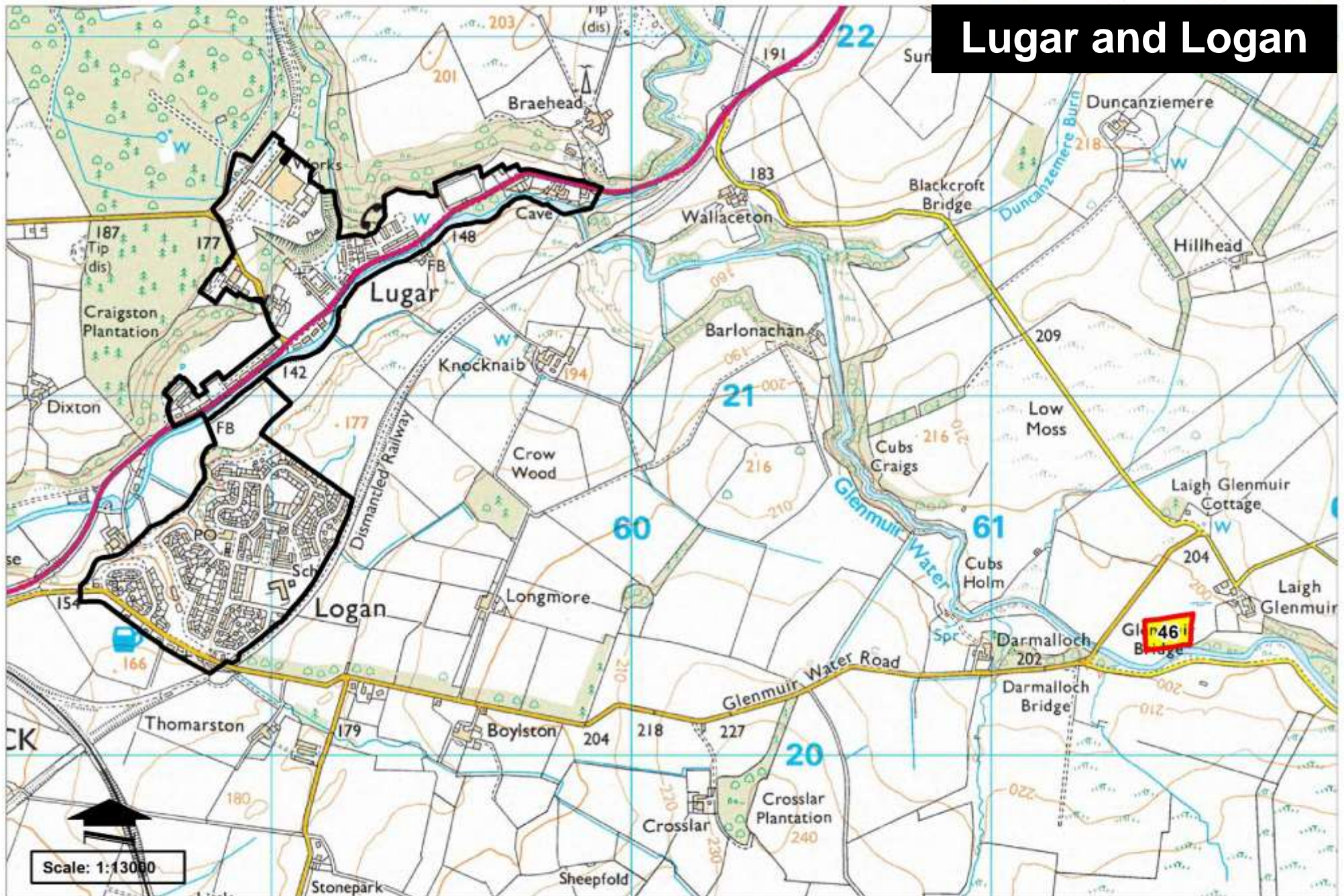
The site has potential to be made deliverable and could effectively contribute to housing land requirements. The site has strong existing active and public transport connections. However, the development of the site would have a negative impact on landscape, biodiversity, water and cultural heritage. The development of the site poses significant resilience implications under a changing climate.

In accordance with SNH's comments, there will be landscape and visual impacts from existing housing, however, there may be capacity for development in the northern section of the site in line with existing development. Proposals should take into consideration the siting and layout of development. The semi-natural woodland along the north-western edge should be retained and incorporated into the landscape framework. There is potential for otters along the watercourse and water voles in the flat field/flood zone which should be taken into consideration.

In overall terms, environmental impacts are likely to be both positive and negative.



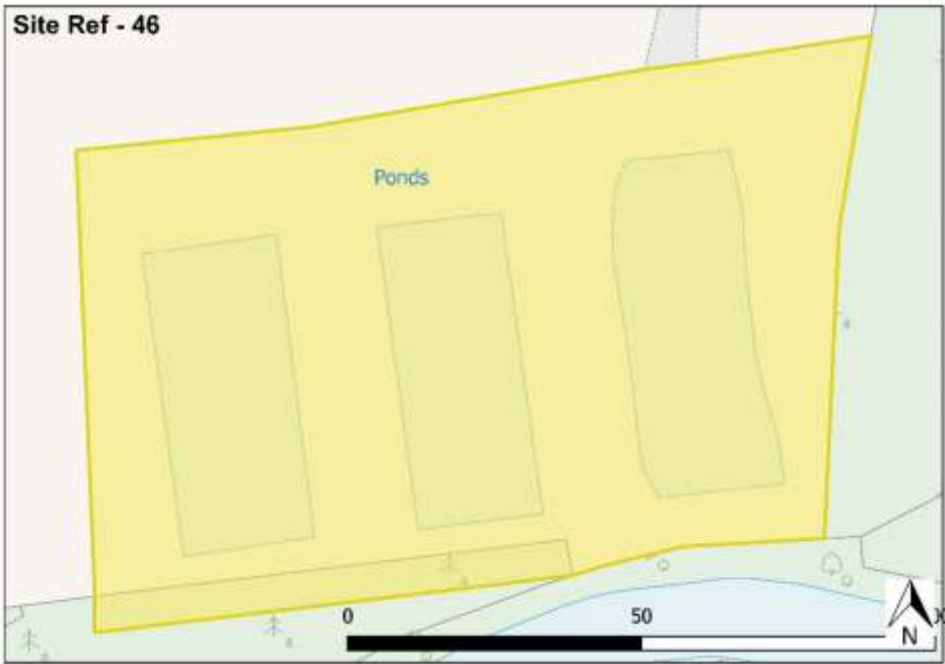
# Lugar and Logan



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	46		
Settlement	Laigh Glenmuir, Near Lugar and Logan		
Address	Land south of former Laigh Glenmuir/ Duncanziemere Surface Coal Mine		
Description	The site is located to the east of Logan and is a former opencast coal site. The site is located within the Rural Diversification Area. The site includes 3 water bodies which would be appropriate for the proposed use. The site is located within the Rural Diversification Area.		
OS Grid Ref	NS6120SE		
Current Use	Vacant/former minerals site		
Proposed Use	Other		
Use Description	Fishery		
Site Size	1.1ha		
Land type	Brownfield		
Source of Site	Hargreaves		
Outside Settlement	Yes		
Allocations/Props	The site is located outside of Laigh Glenmuir. The site is allocated as one of the former minerals opportunity sites of the MLDP. The site is unallocated within the EALDP (2017), however, it is located within the Rural Diversification Area. The site is bordered by the Glenmuir Water to the south. The site has a planning history which relates to its previous use.		
LDP Policies	RES 5, RES 6, RES 7, RES 8, IND 3, TOUR 3, RES 2, OP 1, OP2.		
Most Recent App	14/0621/PP Extension to Duncanziemere Surface Coal Mine	Withdrawn	
Planning History	14/0621/PP- Extension to Duncanziemere surface coal mine- Withdrawn		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Neutral	The site is classified as "Upland River Valleys – Ayrshire" (SNH Character type 69) and includes some native woodland. Key characteristics of this classification consists of the varying river valley landforms with broad open sections, steep valleys, moorland vegetation, improved pasture and open views. The development of the site is unlikely to have significant implications in terms of landscape as a result of its setting, proposed scale and use (fishery). It is within the CSGN high dispersal network area for woodland.

	The proposal is for a fishery on this site which would be suitable for the surrounding landscape. As such, impacts are likely to be largely neutral.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site does not contain any contaminated or land and development would not result in the loss of prime quality agricultural land. There are no Coal Development Risk areas within the site. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. The soil type is categorised as non-calcareous gleys. In overall terms, impacts are likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is within an area of medium-low risk of flooding from the Glenmuir Water in the 1 in 200 year event. The site includes 3 waterbodies lefts over from past mineral extraction and the proposal for a fishery would be appropriate here. However any development of this site may require a FRA. Due to the nature of the development it is potentially unlikely that the development will have significant positive or adverse impacts on the water environment. However at this stage it is difficult to comment for definite. In overall terms, environmental impacts of a fishery in this location are likely to be largely neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site as a leisure use (fishery) may increase private car usage in the area which will in turn have a detrimental impact on air quality. There is also opportunity to connect the site within existing active travel networks, however, these are not considered to be sufficient as existing. In overall terms, 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Neutral</b>	The site is within a high dispersal network for CSGN Woodland Network. There is a small area of native woodland to the south of the site. While the site is not located within a protected area for biodiversity, the development should not have a significant adverse impact on biodiversity as a result of the proposed use. Impacts are likely to be neutral.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Neutral</b>	The site is almost entirely contained within an area of medium-low risk of fluvial flooding in the 1 in 200 year event. Due to the proposed use, the environmental impacts of the development are considered to be lesser than if the proposal was for a residential use. Any proposals which come forward should include a Flood Risk Assessment. In overall terms, impacts are likely to largely neutral, subject to appropriate mitigation.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. In overall terms, impacts are likely to be neutral.



Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is located in an isolated area of the rural area and within a former minerals site. There are no public transport opportunities in the area and therefore the development of the site would rely on people getting there by car, this is likely to have negative impacts in terms of air quality. However, it is considered that the development may lead to employment and maintenance opportunities which is likely to have a positive impact on population. In overall terms, impacts are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Negative	There are no rights of way or core paths in the area. However, the development poses and opportunity to extend these networks which would have a positive impact. There are no public transport opportunities to the site, which reduces its accessibility. The development would require private car use. However, the proposed use itself is not likely to have any detrimental impacts on human health. In overall terms, impacts are likely to be negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site lies within the Rural Diversification Area and on a former minerals site. A leisure facility (fishery) use may be a suitable for the site, contributing positively to facilities in the area and in turn material assets. However, the access arrangements would need to be considered, as they are not considered to be sufficient. As such, impacts are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil constraints	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	The site is within a medium-low risk of flooding from the river.	
Access	Access would need to be carefully considered.	
SNH comments	Generally, welcome redevelopment of brownfield land, however, further information on access and infrastructure is required to provide comment. Potential for landscape and visual impacts.	
WWTW Capacity & Waste Water	Site located away from nearest Drainage Operational Area and nearest sewer network- installation of network from site to public network needed- must be funded and carried out by developer.	
Water supply	Capacity available depending on demand- more information needed. Nearest water network is located a few hundred metres away- new installation may be required- must be funded and carried out by developer.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

## MIR Overall Recommendation

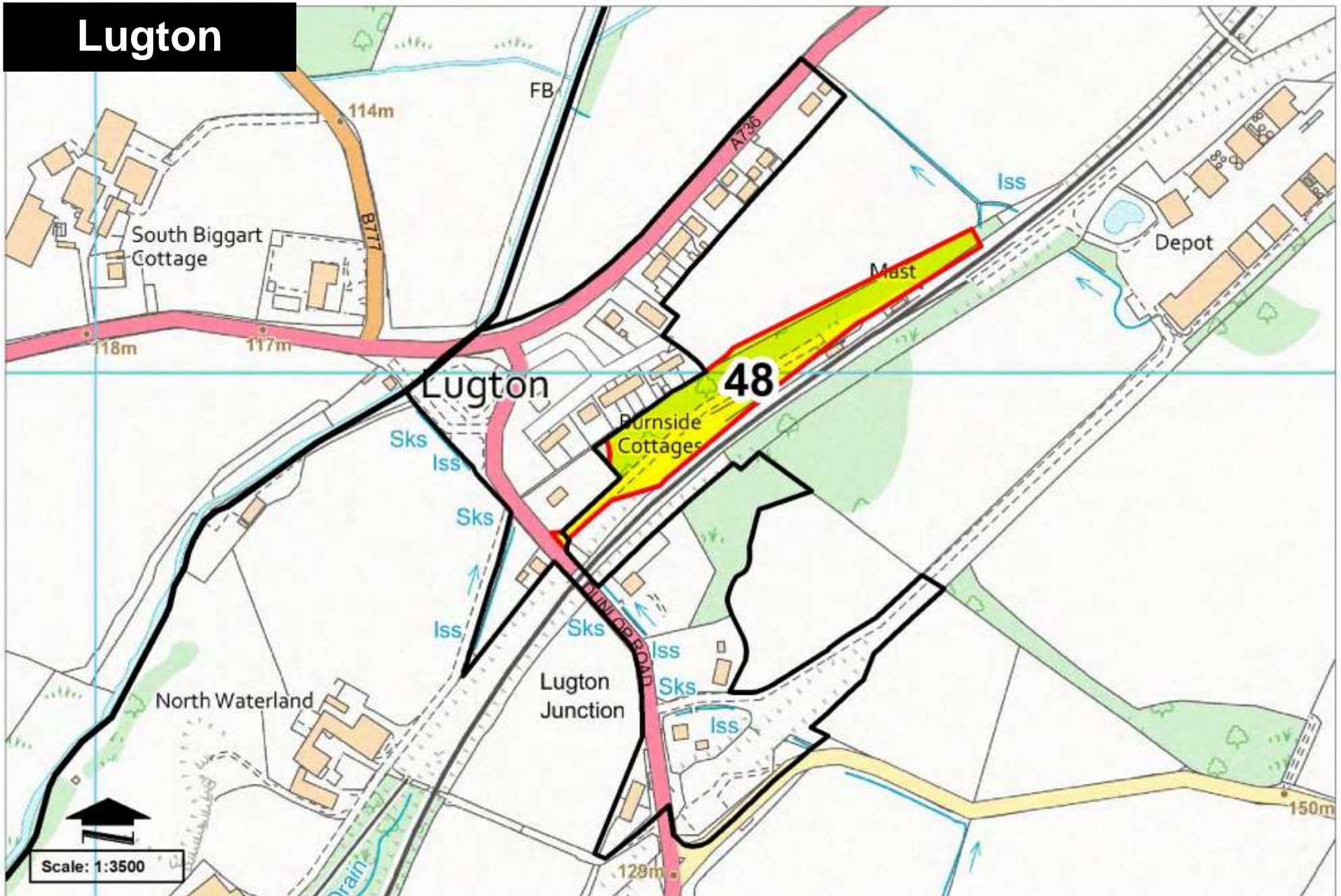
### Positive/Negative

The site is within an isolated part of the rural area and is a former minerals site. There are concerns around the risk of flooding if development was to go forward. This would need to be addressed and mitigation measures identified. The site includes 3 waterbodies which would be appropriate for the proposed use. In addition, the site is part of a minerals opportunity site (MLDP) in which the Council would like to see developed.

In accordance with SNH's comments, further information on access and infrastructure is required to provide comment. SNH also consider that there are potential for landscape and visual impacts.

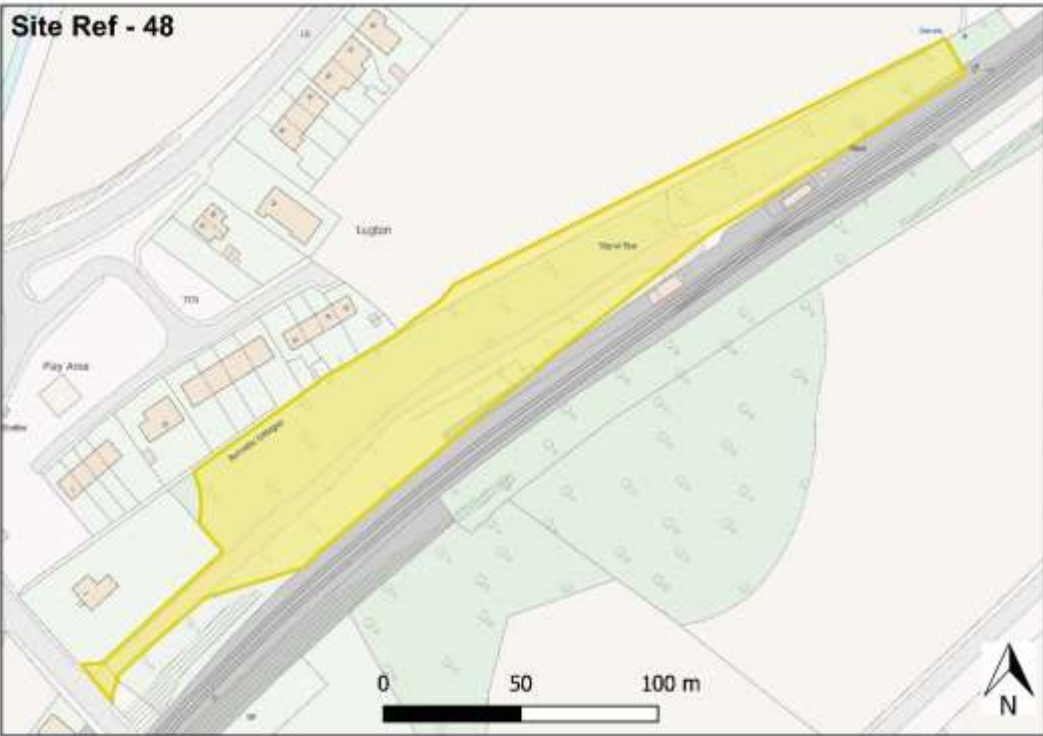
In overall terms, environmental impacts are likely to be positive and negative.

# Lugton



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	48		
Settlement	Lugton		
Address	4 Dunlop Road		
Description	The site is located out with the settlement boundary of Lugton to the east. The site is within the Rural Protection Area and is part of the former Lugton railway station. The site has a planning history relating to tourism provisions on the site.		
OS Grid Ref	NS4152NW		
Current Use	Vacant		
Proposed Use	Housing		
Use Description	Residential - 12 units		
Site Size	1.1ha		
Land type	Brownfield		
Source of Site	Simon Elston		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11, ENV12, ENV13, RES 10, RES 12, RES 13.		
Most Recent App	19/0673/PP Change of use of vacant developed land located in the countryside to provide tourism accommodation in the form of Glamping pods and ancillary services		Pending Consideration
Planning History	01/0201/OL - Refused, 19/0673/PP - Pending Consideration		



## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowlands" (SNH 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. The site put forward is very narrow and is considered to be backland development. The development of this site would significantly and detrimentally alter the appearance and layout of the settlement of Lugton. In overall terms, environmental impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site consists of non-calcareous gleys. The site is almost wholly contained within a potential area of contaminated Land. The development of this site potentially result in the removal and/or treatment of contaminated land, having a positive impact on soil quality. The site is within the Coal Authority's Development Low risk area, with potentially detrimental impacts as a result of previous mining activities. Development of the site would not adversely impact on carbon rich soils, peatland or raised/intermediate bogs. In overall terms, environmental impacts are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not within the vicinity of any rivers or water bodies. The site is identified as being subject to pluvial or fluvial flood risk. Impacts are likely to be neutral as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of the whole settlement of Lugton. The site is also in close proximity to a SPT bus route (and associated stops). If utilised, would have positive environmental impacts on air quality. However, it noted that Lugton consists entirely of residential dwellings and does not contain and facilities and amenities. As such, residents would be reliant on private cars and public transport. In overall terms, it is considered that the development is likely to have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site is located within an area of Acid Grassland Network (Central Scotland Green Network) and is also located close to Native Woodland (Mature; Wetland woodland; ID:10614). The western side of the site is located within a wetland hotspot (CSGN). The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. SNH conclude that there is potential for otters and water voles at this location. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.

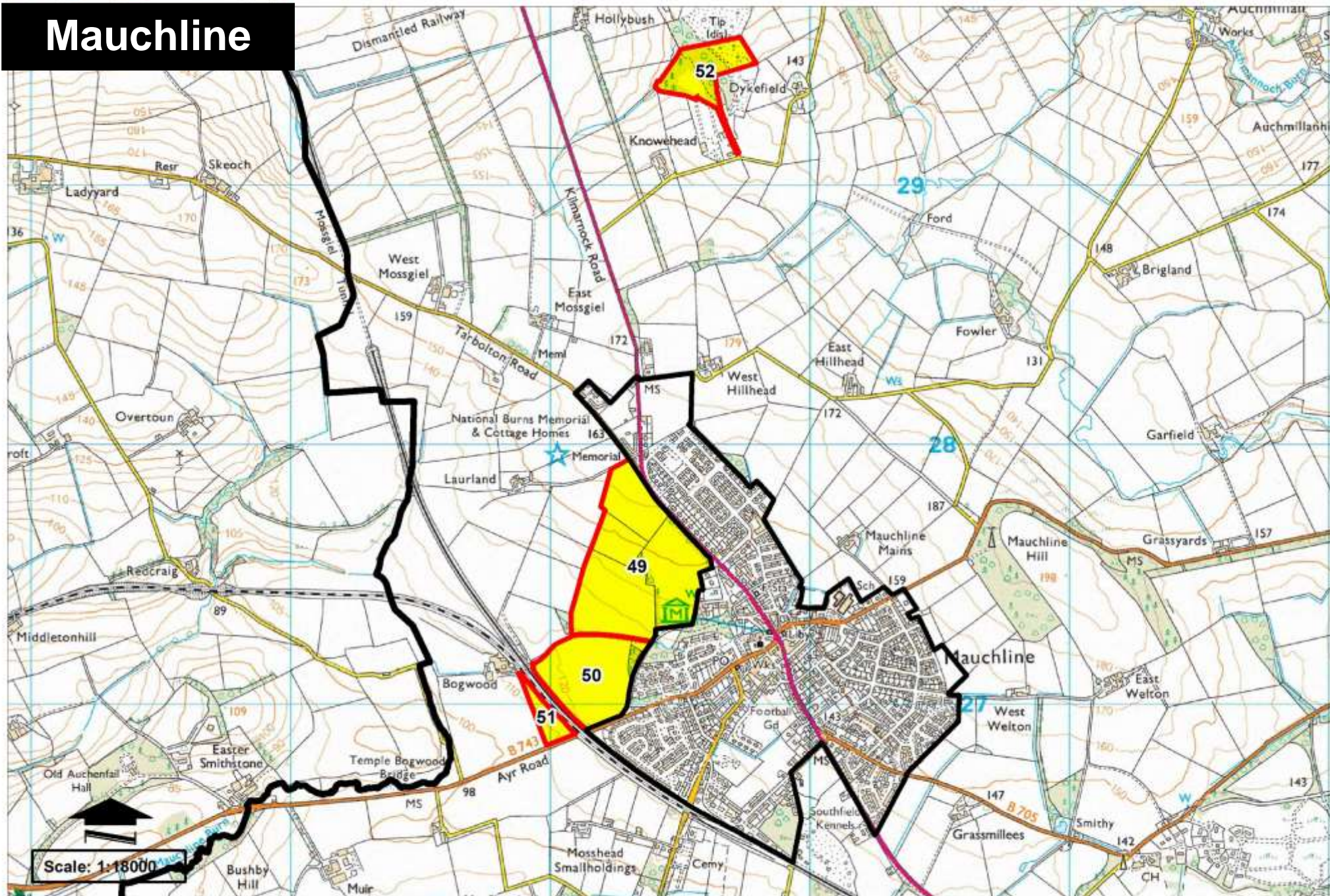


<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of the whole settlement of Lugton. The site is also in close proximity to a SPT bus route (and associated stops). If utilised, would have positive environmental impacts on air quality. However, it noted that Lugton consists entirely of residential dwellings and does not contain and facilities and amenities. As such, residents would be reliant on private cars and public transport. In general terms, Lugton is not considered to be sustainably located for additional residential dwellings. In overall terms, it is considered that the development is likely to have both positive and negative impacts on climate.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. Impacts 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>Positive/Negative</b>	Development of the site is likely to have negative impacts on population by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of the whole settlement of Lugton. The site is also in close proximity to a SPT bus route (and associated stops). If utilised, would have positive environmental impacts on air quality. However, it noted that Lugton consists entirely of residential dwellings and does not contain and facilities and amenities. As such, residents would be reliant on private cars and public transport. In general terms, Lugton is not considered to be sustainably located for additional residential dwellings. There is a live planning application on the site for a change of use to provide tourism accommodation. Access to the site could be taken from Dunlop Road, however the location of the site is not ideal for residential use. The site has not significant climate resilience issues regarding flooding. In overall terms, it is considered that the development is likely to have both positive and negative impacts on climatic factors.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	However the site is located within a predominately rural area which has its own health benefits. Development of the site is likely to have negative impacts on human health by proliferating private car use as a result of increasing the residential population of the area. However the site is accessible and within a walkable distance of the whole settlement of Lugton. The site is also in close proximity to a SPT bus route (and associated stops). If utilised, would have positive environmental impacts on air quality. There are no rights of way or core paths in the area. However, it noted that Lugton consists entirely of residential dwellings and does not contain and facilities and amenities. As such, residents would be reliant on private cars and public transport. In general terms, Lugton is not considered to be sustainably located for additional residential dwellings. There is a live planning application on the site for a change of use to provide tourism accommodation. Access to the site could be taken from Dunlop Road, however the location of the site is not ideal for residential use. The site has not significant climate resilience issues

	regarding flooding. In overall terms, it is considered that the development is likely to have both positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	The site lies out with the settlement boundary and in the Rural Protection Area. The site itself is small and elongated making siting, massing and location of units difficult for the developer. It is considered that the development of the site may put pressure on existing networks (road and footpath). Lugton is not considered to be a particularly sustainable location in terms additional residential units. The development of the site would proliferate private car use, having a negative impact. In overall terms, it is considered that the development of the site is likely to have negative impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Contaminated Land	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	No flood constraints.	
Access	Access could be taken from Dunlop Road.	
SNH comments	N/A	
WWTW Capacity & Waste Water	N/A	
Water supply	N/A	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO
MIR Overall Recommendation		
Negative	The location of the proposal is inappropriate for residential use as it is not sustainably located. The development of the site could result in the removal and/or treatment of contaminated land, having a positive impact. However, it is considered to have a significantly detrimental impact on the character of Lugton. In overall terms, impacts are likely to be negative.	



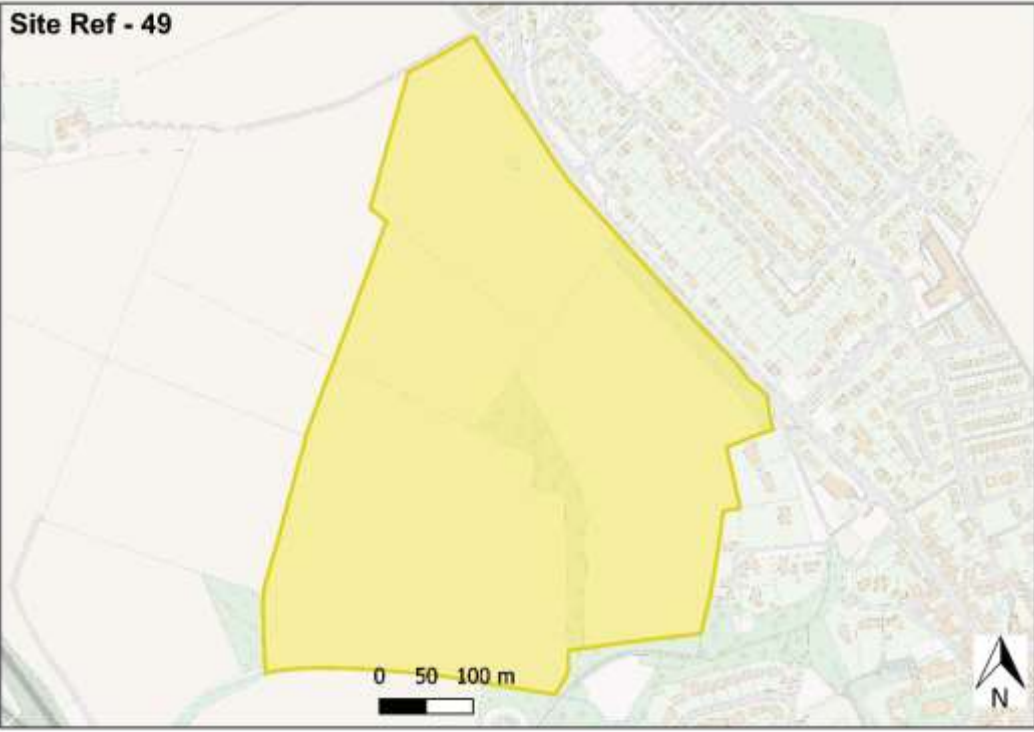
# Mauchline



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	49	
Settlement	Mauchline	
Address	Kilmarnock Road, Land to the west of Mauchline	
Description	The site is a greenfield site out with the settlement boundary of Mauchline within the Rural Diversification Area. The proposed use is residential. There is not a planning history within the site.	
OS Grid Ref	NS4926NW	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Residential	
Site Size	23.0ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH Character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. Development on this site would result in loss of open green space and locally important

	good quality agricultural land. The proposed development site is about half the size of Mauchline which would result in a severe impact on the landscape character of the settlement. In overall terms, impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site is not subject to Potential Contamination Sources and the Coal Development Risk is Low. There is potential for negative impacts as a result of previous mining activity. Development would result in the loss of important soil resources as the land is designated as Locally Important Good Quality Agricultural Land. In overall terms, environmental impacts are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is subject to two small areas of surface water flooding (low-high risk). These are very small in relation to the scale of the site. It is considered that the design of the site could alleviate this risk through an appropriate layout which incorporates SuDS. In overall terms, any negative impacts are not considered to be significant, as such, impacts are likely to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site contains parts of the Central Scotland Green Network (CSGN) non-core high dispersal Woodland Network, as well as parts of CSGN non-core high dispersal Wetland Network. The site also contains native woodland (Upland oakwood; Mature; ID: 9012), the removal of which would have negative implications for biodiversity. Extension of the settlement on greenspace is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the




	presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential population in the rural area. The site has no significant climate resilience implications as a result of flood risk. In overall terms, impacts are likely to be both positive and negative.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts are likely to be negative.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is within walking distance of core paths and public transport, being therefore integrated into said networks. This is likely to have a positive impact on population. Due to the proposed use and scale of use, development is likely to proliferate private car use which will in turn have a negative impact on air quality and population. Mauchline town centre and its associated services are within reasonable walking distance as well. In overall terms, impacts on population are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is within walking distance of core paths and public transport, being therefore integrated into said networks. This is likely to have a positive impact on human health. Due to the proposed use and scale of use, development is likely to proliferate private car use which will in turn have a negative impact on air quality and population. Mauchline town centre and its associated services are within reasonable walking distance as well. The site has no climate resilience implications which would put future and existing residents at risk of flooding. The development of the site would result in the loss of a significant and prominent greenfield area, in a settlement which is deficient in open space, having potentially negative impacts on human health. In overall terms, impacts on human health are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	This is a greenfield site within the Rural Diversification Area. However, reuse of brownfield land should be encouraged before extension on greenfield. The site is well integrated in terms of existing active travel and public transport networks, having a positive impact on material assets. The development could potentially encourage the extension of core paths and rights of way. The site has no climate resilience implications which would put future and existing residents at risk of flooding. The development of the site would result in the loss of a significant and prominent greenfield area, in a settlement which is deficient in open space, having potentially negative impacts on material assets. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low risk development area.	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Locally important good quality- 3(2)
	Vacant and Derelict Land - <b>YES</b> - 6102 all of the site	Contamination - <b>NO</b>

<b>Water</b>	No flood risk comments have been raised.
<b>Access</b>	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.
<b>SNH comments</b>	This is a large, sloping site which defines the south-western edge of the settlement of Mauchline from the north/north-west along Tarbolton Road and Kilmarnock Road. This would be a significant extension to the urban setting of Mauchline. We recommend a masterplan approach is taken (along with site 42 should it be allocated), ensuring that proposals are cohesive with existing development and have active frontages onto roads and existing housing. If allocated, there is an opportunity to create a new and distinctive settlement edge. Siting and layout should also be taken into consideration. The incorporation of green networks should be considered from the outset of the development, creating high quality, multifunctional green infrastructure features such as SuDS, green roofs and open space. This should also include active travel provision which should be integrated with the wider strategic network.
<b>WWTW Capacity &amp; Waste Water</b>	Growth project required at Mauchline WWTW to accommodate proposed development. Early engagement with Scottish Water is required. Combined sewer cuts through the site.
<b>Water supply</b>	Sufficient capacity in current system. A water impact assessment would be required for this site.
<b>Housing Land Audit (HLA) 2019 NO</b>	<b>Homes for Scotland (Hfs) Member NO</b>

### MIR Overall Recommendation

<b>Positive/Negative</b>	<p>This is a greenfield site out with the Mauchline settlement boundary. Development in this site would result in loss of prime quality agricultural land and severe impact on landscape. There is no significant flood risk in the area nor areas of potential contamination and the Coal Authority Development Risk is Low throughout the site. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the Core Paths would be within walking distance of the town centre, the expected increased private car use would have an overall adverse impact on air quality and climate.</p> <p>In accordance with SNH's comments, the sloping site defines the south-western edge of the settlement and recommend a masterplan approach is taken (along with site 42 should it be allocated), ensuring that proposals are cohesive with existing development and have active frontages onto roads and existing housing.</p> <p>In overall terms, environmental impacts are likely to be positive and negative.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	50		
Settlement	Mauchline		
Address	Housing field, Bogwood Farm, Ayr Road		
Description	The area in question is a greenfield site out with the settlement boundary of Mauchline within the Rural Diversification Area as identified within the EALDP (2017). The site is bounded to the south by Ayr Road and to the west by a railway line. The site has no planning history.		
OS Grid Ref	NS4927NW		
Current Use	Vacant		
Proposed Use	Housing		
Use Description	Residential - 150 units		
Site Size	10.5ha		
Land type	Greenfield		
Source of Site	Martin Hannah		
Outside Settlement	Yes		
Allocations/Props	Rural Diversification Area		
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.		
Most Recent App	06/1133/FL Proposed Housing Development Amendment To Some Plots		Approved with Conditions
Planning History	00/0161/FL - Approved with Conditions, 06/1133/FL - Approved with Conditions		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH Character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. Development on this site would result in loss of greenfield habitat. The site would also constitute a significant extension

	to the settlement of Mauchline, having a detrimental impact on the landscape character of the settlement. This is prominent site, the development of which would have negative impacts.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site is not subject to Potential Contamination Sources and the Coal Development Risk is Low. here is potential for negative impacts as a result of previous mining activity. Development would result in the loss of important soil resources as the land is designated as Locally Important Good Quality Agricultural Land. In overall terms, environmental impacts are likely to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is no substantial flood risk in this site. The site has four small areas of low-medium surface water flooding to the western extents along the railway line. These are not significant and could be neutral, subject to mitigation. As such, impacts are considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site contains parts of the Central Scotland Green Network (CSGN) non-core high dispersal Woodland Network, as well as being wholly encompassed within the non-core high dispersal Wetland Network, the removal of which would have negative implications for biodiversity. Extension of the settlement on greenspace is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential population in the rural area. The site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts are likely to be both positive and negative.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts are therefore considered to be neutral.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Development in this site is likely to have negative impacts on climate by proliferating private car use as a result of significantly increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential population in the rural area. The site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development in this site is likely to have negative impacts on human health by proliferating private car use as a result of significantly increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are Core Paths within walking distance which might promote active travel and public transport use. The site is located within walking distance of Mauchline town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential population in the rural area. The site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	This is a greenfield site within the Rural Diversification Area. However, reuse of brownfield land should be encouraged before extension on greenfield. The site is well integrated in terms of existing active travel and public transport networks, having a positive impact on material assets. The development could potentially encourage the extension of core paths and rights of way. The site has no climate resilience implications which would put future and existing residents at risk of flooding. The development of the site would result in the loss of a significant and prominent greenfield area, in a settlement which is deficient in open space, having potentially negative impacts on material assets. In overall terms, impacts on material assets are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low risk development area.	Coal Authority Risk Assessment - LOW-RISK
	Vacant and Derelict Land - YES - most of the site to the East- 6013	Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)
		Contamination - NO
Water	No flood risk comments have been raised.	

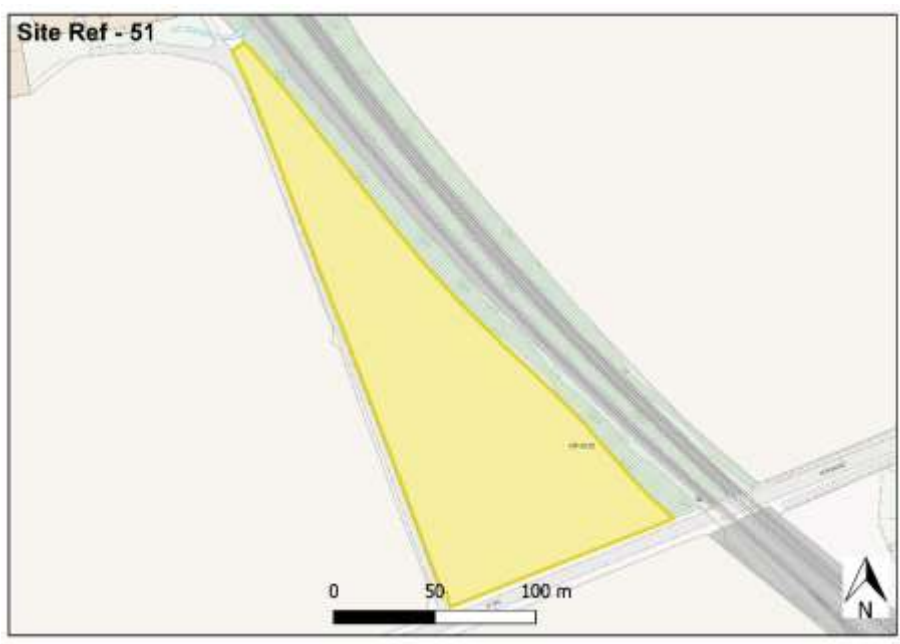


<b>Access</b>	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
<b>SNH comments</b>	This is a large, elevated site which defines the western edge of Mauchline from the west along the B743. Development of this site would be a significant extension to the urban character, particularly in cumulation with Sites 35 and 43. We consider that the development of this site should be dependent on the rail halt being taken forward. A strong landscape framework should be provided, incorporating the semi-natural woodland on the northern and eastern edges of the site. Housing should have active frontages with a positive interface with the B743.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity for proposed units. An existing SUDS basin on site.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>

### MIR Overall Recommendation

<b>Positive/Negative</b>	<p>This is a greenfield site out with the Mauchline settlement boundary. Development in this site would result in loss of prime quality agricultural land and severe impact on landscape. There is no significant flood risk in the area nor areas of potential contamination and the Coal Authority Development Risk is Low throughout the site. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the Core Paths would be within walking distance of the town centre, the expected increased private car use would have an overall adverse impact on air quality and climate.</p> <p>In accordance with SNH's comments, the sloping site defines the south-western edge of the settlement and recommend a masterplan approach is taken (along with site 42 should it be allocated), ensuring that proposals are cohesive with existing development and have active frontages onto roads and existing housing.</p> <p>In overall terms, environmental impacts are likely to be positive and negative.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	51	
Settlement	Mauchline	
Address	Rail halt, Bogwood Farm, Ayr Road	
Description	The area in question is a greenfield site out with the settlement boundary of Mauchline, contained within the Rural Diversification Area as identified within the EALDP (2017). The site has no planning history. The proposed use is a rail halt with associated platforms.	
OS Grid Ref	NS4927SW	
Current Use	Agricultural land	
Proposed Use	Other	
Use Description	Railway Halt and dual platform	
Site Size	1.8ha	
Land type	Greenfield	
Source of Site	Martin Hannah	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowlands" (SNH 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. The rail currently acts as an established barrier for development in Mauchline. Crossing this boundary could potentially set a precedent for future development, which is unfavourable. The proposal is likely to alter the landscape character of the location, however, the extent of which is uncertain. As a precaution, impacts are considered to be negative.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site consists of brown earths. The site is not subject to Potential Contamination Sources nor Coal Authority Development Risk. Development would result in the loss of important soil resources as the land is designated as "Locally Important Good Quality" Agricultural Land. In overall terms, impacts are likely to be negative as a result of the loss of prime agricultural land.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is no substantial flood risk in this site. Impacts are likely to be neutral as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive</b>	Due to the nature of the site, and the proposed use (a rail halt), its development is likely to have positive impacts in terms of air quality as it will encourage the use of public transport networks. The site is well connected in terms of its active travel network as a core path extends along the western boundary of the site. The site also has existing active travel network including an SPT bus route (and associated stops) which extends along the southern extent of the site, having positive impacts on air quality. The site is within a walkable distance of the town centre. However, it is recognised that the development could potentially exacerbate the use of private cars, with people parking at the facility. However, this has yet to be determined and is uncertain at this stage. In overall terms, impacts on air quality are likely to be positive.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site contains parts of the Central Scotland Green Network (CSGN) non-core high dispersal Woodland Network, as well as a small area of non-core high dispersal Acid grassland network, the removal of which would have negative implications for biodiversity. Extension of the settlement on greenspace is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive</b>	Due to the nature of the site, and the proposed use (a rail halt), its development is likely to have positive impacts in terms of air quality as it will encourage the use of public transport networks. The site is well connected in terms of its active travel network as a core path extends along the western boundary of the site. The site also has existing active travel network including an SPT bus route (and associated stops) which extends along the southern extent of the site, having positive impacts on air quality. The site is within a walkable distance of the town centre. However, it is recognised that the development could potentially exacerbate the use of private cars, with people parking at the facility. However, this has yet to be determined and is uncertain at this stage. The site has no climate resilience implications in terms of flood risk. In overall terms, impacts on climatic factors are likely to be positive.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>

<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts 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>Positive</b>	Due to the nature of the site, and the proposed use (a rail halt), its development is likely to have positive impacts in terms of air quality, and in turn population, as it will encourage the use of public transport networks. The site is well connected in terms of its active travel network as a core path extends along the western boundary of the site. The site also has existing active travel network including an SPT bus route (and associated stops) which extends along the southern extent of the site, having positive impacts on air quality. The site is within a walkable distance of the town centre. However, it is recognised that the development could potentially exacerbate the use of private cars, with people parking at the facility. However, this has yet to be determined and is uncertain at this stage. The site has no climate resilience implications in terms of flood risk. In overall terms, impacts on population are likely to be positive.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive</b>	Due to the nature of the site, and the proposed use (a rail halt), its development is likely to have positive impacts in terms of air quality, and in turn human health, as it will encourage the use of public transport networks. The site is well connected in terms of its active travel network as a core path extends along the western boundary of the site. The site also has existing active travel network including an SPT bus route (and associated stops) which extends along the southern extent of the site, having positive impacts on human health. The site is within a walkable distance of the town centre. However, it is recognised that the development could potentially exacerbate the use of private cars, with people parking at the facility. However, this has yet to be determined and is uncertain at this stage. The site has no climate resilience implications in terms of flood risk. In overall terms, impacts on human health 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/Negative</b>	This is a greenfield site within the Rural Diversification Area. However, reuse of brownfield land should be encouraged before extension on greenfield. The site is well integrated in terms of existing active travel and public transport networks, having a positive impact on material assets. The development could potentially encourage the extension of core paths and rights of way. The site has no climate resilience implications which would put future and existing residents at risk of flooding. The development of the site would result in the loss of a prominent greenfield site, in a settlement which is deficient in open space, having potentially negative impacts on material assets. In overall terms, impacts on material assets are likely to be both positive and negative.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

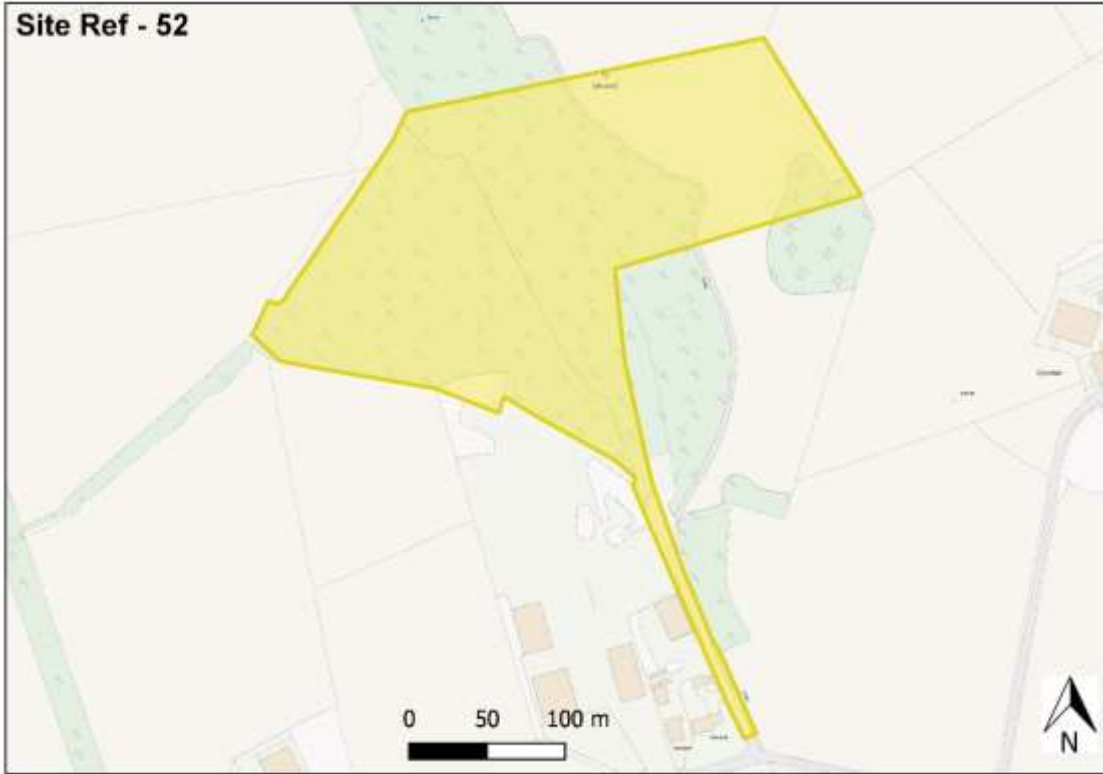
Soil	No soil comments have been raised.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)
		Contamination - NO
Water	No flood risk comments have been raised.	
Access	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	N/A	
WWTW Capacity & Waste Water	Capacity may be available depending on demand. More information needed. No waste water network in immediate vicinity of site- new installation to network needed and to be funded and provided by developer.	
Water supply	Capacity may be available depending on demand. More information needed.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

## MIR Overall Recommendation

Positive/Negative	<p>This is a greenfield site out with the Mauchline settlement boundary. Development in this site would result in loss of prime quality agricultural land and severe impact on landscape. The site crosses an established development boundary in Mauchline (the rail network), which could have detrimental implications on the landscape character of the location, setting an unacceptable future precedent for development. There is no flood risk in the area, no areas of potential contamination and no Coal Authority Development Risk. It is considered that the rail halt could have significant positive impacts on air quality and climatic factors, encouraging the use of active travel networks.</p> <p>In overall terms, environmental impacts are likely to be both positive and negative.</p>
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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	52	
Settlement	Mauchline Bing	
Address	Mauchline Bing, north of Mauchline	
Description	The area in question is a brownfield site with coal yard and rail terminal. The site is located approximately 1km north of Mauchline predominantly composed of coal mining spoil and with an area of woodland. The site is identified within the EALDP (2017) as a miscellaneous development opportunity (058M). The proposed use is Land Use Classes 4 (Business), 5 (General industry) and 6 (Storage and Distribution).	
OS Grid Ref	NS4929SE	
Current Use		
Proposed Use	Business/Industry	
Use Description	Land use classes 4,5,6	
Site Size	5.5ha	
Land type	Brownfield	
Source of Site	Hargreaves Services	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 5 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	98/0301/FL Proposed Change Of Use Of Bing Railway Siding To Waste Transfer Station Builders Yard Tipping Shed And Associated Offices	Refused
Planning History	98/0301/FL - Refused	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Positive</b>	The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic core and a network of major roads which conflict with the rural character and presence of heavy traffic. The site forms part of the Central Scotland Green Networks' (CSGN) Woodland Network. SNH recommends that the western portion of the site (within which the aforementioned woodland is found) is left undeveloped/retained and incorporated into the development and that the remainder of the site (being spoil) be regraded. In general, and should any applicant respect the wooded portion of the site, redevelopment of the brownfield site would have positive landscape impact. Should the site be inappropriately developed, there is potential for negative impacts. However, these are uncertain and unlikely to be significant. In overall terms, impacts are likely to be largely positive.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within the Coal Authority's development low risk area and there is therefore the potential that development would be impacted by former workings. The site is wholly contained within an area of potential contaminated land as a result of previous industrial use. The development of the site could result in the treatment and/or removal of contamination, having a positive impact on soil quality. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have positive and negative impacts, as a result of the removal of spoil but also the low risk posed by historic mining.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	Small portions of the site is at risk of surface water flooding (low-high risk). However, it is considered that this area is small and not significant enough to have a detrimental impact, with mitigation possible through appropriate layout and design. No watercourses are located within the site. The impacts are therefore considered to be neutral, on the basis of impacts not being significant, and subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use and potentially hauling traffic. The site is not located adjacent to a bus route or core path and is approximately 2.5Km from Mauchline town centre and 1.7km from the edge of the settlement boundary. There is no dedicated footpath to the town and the road is single lane, narrow and national speed limit (60mph). The impact of proposed development on overall air quality is therefore considered to be negative as it is considered that those working at the site would rely primarily on car travel. Impacts are likely to be negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites, however, it does form part of the CSGN Wetland, Acid Grassland and Woodland Networks. Whilst development would result on the removal and regrading of spoil, any gains would be

	eroded as the site was reused for business and industrial purposes. Reuse of the site would therefore result in the loss of wetland, acid grassland and, potentially, woodland, resulting in a net loss for biodiversity. Impact is therefore considered to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that users would rely predominantly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however not located adjacent to a bus route or core path and access would be by a single lane road with no dedicated pedestrian footpath. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have negative impacts on climatic factors because users are likely to rely on car travel for access.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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. Impacts are likely to be neutral as a result.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Negative</b>	The site is isolated and located outside of recommended walking distance of Mauchline settlement boundary and town centre. There are no public transport connections, nor a core path, nor is there a dedicated footway. The use of this access by pedestrians therefore has safety implications and utilisation is unlikely. It is therefore likely that access by car would be the only preferable means of reaching the site. Impact is considered to be negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Negative</b>	The development of this site is likely to have a negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is on out with recommended 400m walking distance of Mauchline and only accessible via a potentially dangerous single lane road at 60mph speed limit with no dedicated footpath. It is extremely likely that users will make frequent use of private car journeys as a result of this isolation. In overall terms, impacts on human health are considered to negative.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site is however contained within the Rural Diversification Area and development would result in the removal of greenbelt habitat which may have an adverse impact on biodiversity, flora and fauna. The development of this site is likely to have a negative impact on air quality, greenhouse gas emissions, and in turn, material assets. The site is on out with recommended 400m walking distance of Mauchline and only accessible via a potentially dangerous single lane road at 60mph speed limit with no dedicated footpath. It is extremely likely that users will make frequent use of private car journeys as a result of this isolation. In overall terms, impacts on material assets are considered to negative, in opposition of the SEA objectives.

## Services, Infrastructure Capacity, Deliverability and Sustainability Constraints

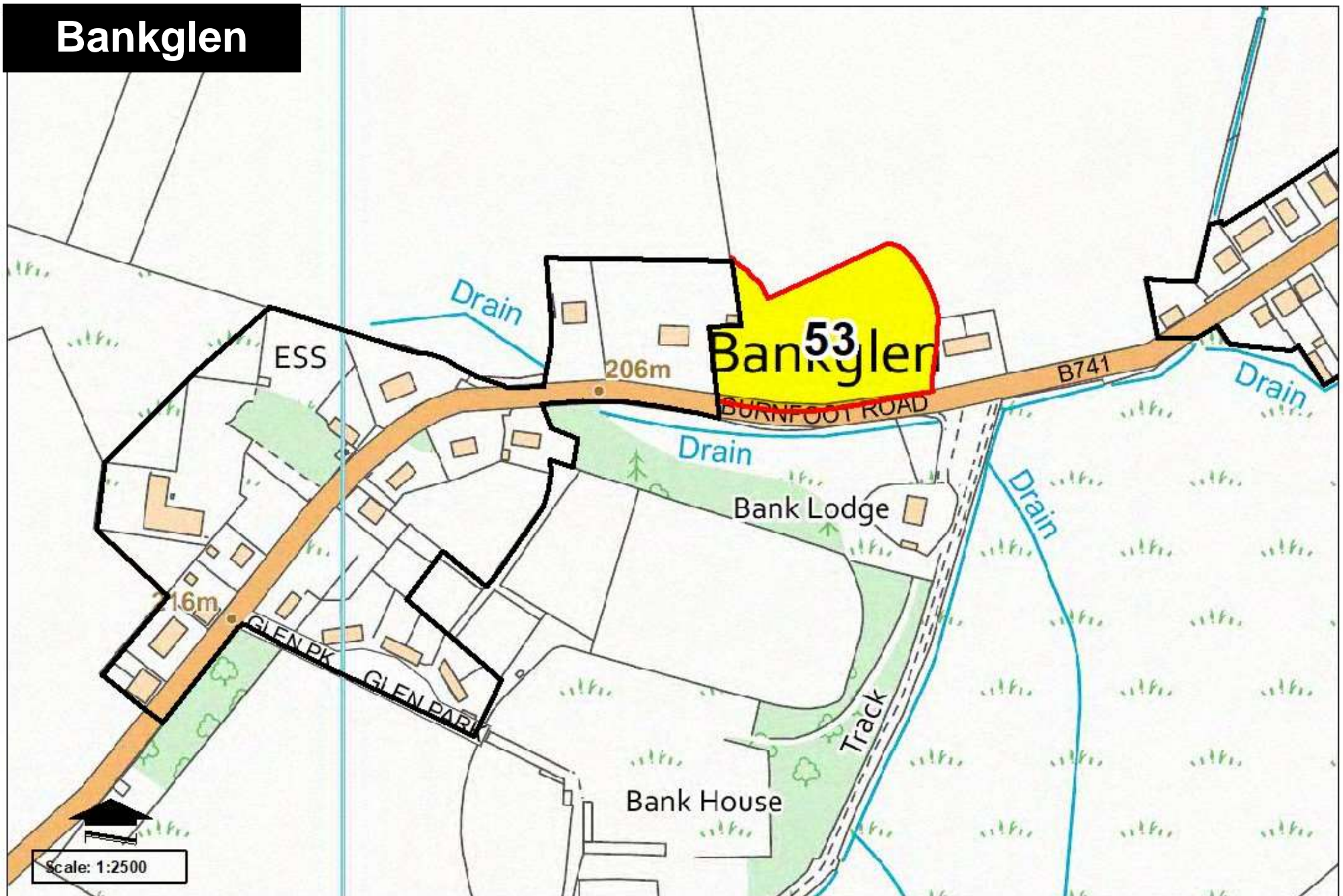
Soil	Contaminated land & Coal Authority Development Low Risk Area	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>NO</b>
	<b>Vacant and Derelict Land - YES- the whole site (3065)</b>	Contamination - <b>YES</b>
Water	No significant water issues	
Access	Isolated and with no public transport connections. Development is likely to proliferate the use of private cars.	
SNH comments	The eastern section of this site is located on brownfield land which, in general, we support. However, careful consideration would be required to appropriately change the use. There is an area in the western section of the site which is included on the semi-natural woodland inventory and woodland should be retained and incorporated into the design of the development. If allocated, development could extract and reuse bing material to enable recontouring of the site to ensure development is appropriate with the surrounding character. We highlight that built development here would be detached from existing development and we consider that active travel provision should be demonstrated by proposals.	
WWTW Capacity & Waste Water	Nearest drainage operational area is Mauchline and is located over 1000 m from site- new installation of a network to connect site to sewer system may be required- funded and carried out by developer.	
Water supply	Capacity may be available depending on proposed demand. More information needed.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (Hfs) Member <b>NO</b>

## MIR Overall Recommendation

<b>Negative</b>	Whilst the development of this land would result in the reuse of a longstanding brownfield site and the removal of colliery spoil, it is the case that it is isolated, hosts biodiversity and is likely to only be accessed by car.
	SNH outline an area in the western section of the site which is included on the semi-natural woodland inventory and woodland should be retained and incorporated into the design of the development. If allocated, development could extract and reuse bing material to enable recontouring of the site to ensure development is appropriate with the surrounding character. It would be necessary to ensure and provide active travel networks to and from the site.
	In overall terms, development would largely have a negative environmental impacts and should therefore be discouraged.




# Bankglen



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	53	
Settlement	Bankglen	
Address	Land west of 106 Connell Park	
Description	The site is located to the north of Burnfoot Road (B741) to the east of Bankglen and the west of Connel Park. This is modest in scale and the proposed use is residential. The site has previously been submitted for a residential development (6 dwellings) which was withdrawn (2007) and refused (2012).	
OS Grid Ref	NS6012NW	
Current Use	Brownfield/vacant	
Proposed Use	Housing	
Use Description	Residential - 3 detached dwellings	
Site Size	0.8ha	
Land type	Brownfield	
Source of Site	Homer Young Designs	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 1, TOUR 2, TOUR 3, IND 3, RE 1, RE 2, RE 5, ENV 1, ENV2, ENV8, ENV9, ENV11,ENV12, ENV13, RES 10, RES 12, RES 13, Chapter 6.3 Delivering Infrastructure, Chapter 6.2 Promoting Sustainable Transport, Chapter 6.4 Sustainable Waste Management.	
Most Recent App	08/0774/OL Erection of 6 No dwellinghouses, garaging and associated access road	Refused
Planning History	07/0606/OL - Withdrawn, 08/0774/OL - Refused	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Upland Basins – Ayrshire" (SNH Character type 74). Key characteristics of this classification is the elevated and exposed nature of the landscape, extensive views across the basin, predominantly agricultural in use with areas of derelict and damaged land. The development of this site, would constitute a substantial extension to the settlement of Bankglen which is small, having a detrimental impact on the landscape character of the location. This is a very steeply sloping site, rising in the west and north, the development of which would have an adverse effect on landscape setting and views. In overall terms, impacts on landscape character are considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. However, the site falls within both the Coal Authority's Development High Risk Area and Low Risk Area. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have a negative impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. As such, its development is likely to have neutral impacts on the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use , and in turn greenhosue gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. The site is bordered by a core path which extends along the southern boundary of the site, this connects to a core path network which extends to New Cumnock and beyond. As such, there is an existing active travel network which is likely to have a positive impact on air quality if utilised. The site is not considered to be sustainably located, and would be hard to develop in a sustainable manner. The site is located off of Burnfoot Road (the B741) which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As such, the site has strong existing public transport connections, having positive impacts on air quality. In overall terms, it is considered that the development would have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site is located within the Central Scotland Green Networks (CSGN): "Wetland Network" (high dispersal network), Neutral Grassland Network (high dispersal network) and Woodland Network (woodland habitat of moderate dispersal). The site is contained within CSGNs woodland hotspot. The development of this site would result in the loss and/or fragmentation of habitat valued by the CSGN. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and

	habitat networks, the removal of which would be adverse. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors through the proliferation of private car use, and in turn greenhouse gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. The site is bordered by a core path which extends along the southern boundary of the site, this connects to a core path network which extends to New Cumnock and beyond. As such, there is an existing active travel network which is likely to have a positive impact on climatic factors if utilised. The site is located off of Burnfoot Road (the B741) which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As such, the site has strong existing public transport connections, having positive impacts on air quality and in turn climatic factors. In terms of climate resilience, it is not considered that the development of this site would have positive or adverse impacts as the site is not constrained by flood risk. In overall terms, the development of the site is likely to have both positive and negative impacts on climatic factors.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</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 or archaeological sites/areas. The impacts are therefore considered 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>Positive/Negative</b>	Although the site borders the settlement of Bankglen, the site is quite isolated in nature and is ultimately not considered to be sustainably located. Development of the site is likely to have negative impacts on air quality by proliferating private car use, which will in turn increase greenhouse gas emissions. However, the site is located off of an SPT bus route and in close proximity to a number of associated bus stops, having positive impacts in terms of population, enabling access to opportunities and services. The site is also well connected in terms of an active travel network, with a core path network which connected to New Cumnock and beyond. This has a positive impact on population and access to opportunities and services. The site is not constrained by pluvial or fluvial flooding. The development of this site is not likely to have any detrimental impacts on climate resilience and in turn population. In overall terms, it is considered that the development may have positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Although the site borders the settlement of Bankglen, the site is quite isolated in nature and is ultimately not considered to be sustainably located. Development of the site is likely to have negative impacts on air quality by proliferating private car use, which will in turn increase greenhouse gas emissions. However, the site is located off of an SPT bus route and in close proximity to a number of associated bus stops, having positive impacts in terms of population, enabling access to opportunities and services. The site is also well connected in terms of an active travel network, with a core path network which connected to New Cumnock and beyond. This has a positive impact on human health and access to opportunities and services. The site is not constrained by pluvial or fluvial flooding. The development of this site is not likely to have any detrimental impacts on climate resilience and in

	turn human health. In overall terms, it is considered that the development may have positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is contained within the Rural Diversification Area. The development of the site would exacerbate rural residential demand, which the MIR intends to tackle through the extension of the rural protection into this area. Under the provisions of the adopted EALDP (2017) its development could be contrary to the MIR.	
	The site is not considered to be sustainably located due to the relatively isolated and rural nature of Bankglen. However, the site is well connected in terms of existing public and active travel networks, having a positive impact on material assets. In overall terms, it is considered to have both positive and negative impact on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Non-calcareous gleys; Coal Authority’s Development High Risk Area; and Coal Authority’s Development Low Risk Area.	Coal Authority Risk Assessment - <b>HIGH-RISK</b>
	Vacant and Derelict Land - <b>YES - part of the site to the north covered by 6121, part of the site to the south covered by 6122</b>	Prime Quality Agricultural Land - <b>NO</b>
		Contamination - <b>NO</b>
Water	No flooding constraints.	
Access	No significant access concerns.	
SNH comments	This is a very steeply sloping site, rising in the west and north. We consider that there would be an adverse effect on landscape setting and views, particularly from the east along the Connel Park (B741). Development here would set a precedent for further development and could result in the coalescence of Bankglen and Connel Park. We also note that there is a band of SNWI along western and southern edges.	
WWTW Capacity & Waste Water	Sufficient capacity for proposed 3 units.	
Water supply	Sufficient capacity in the current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (HfS) Member <b>NO</b>

## MIR Overall Recommendation

### Positive/Negative

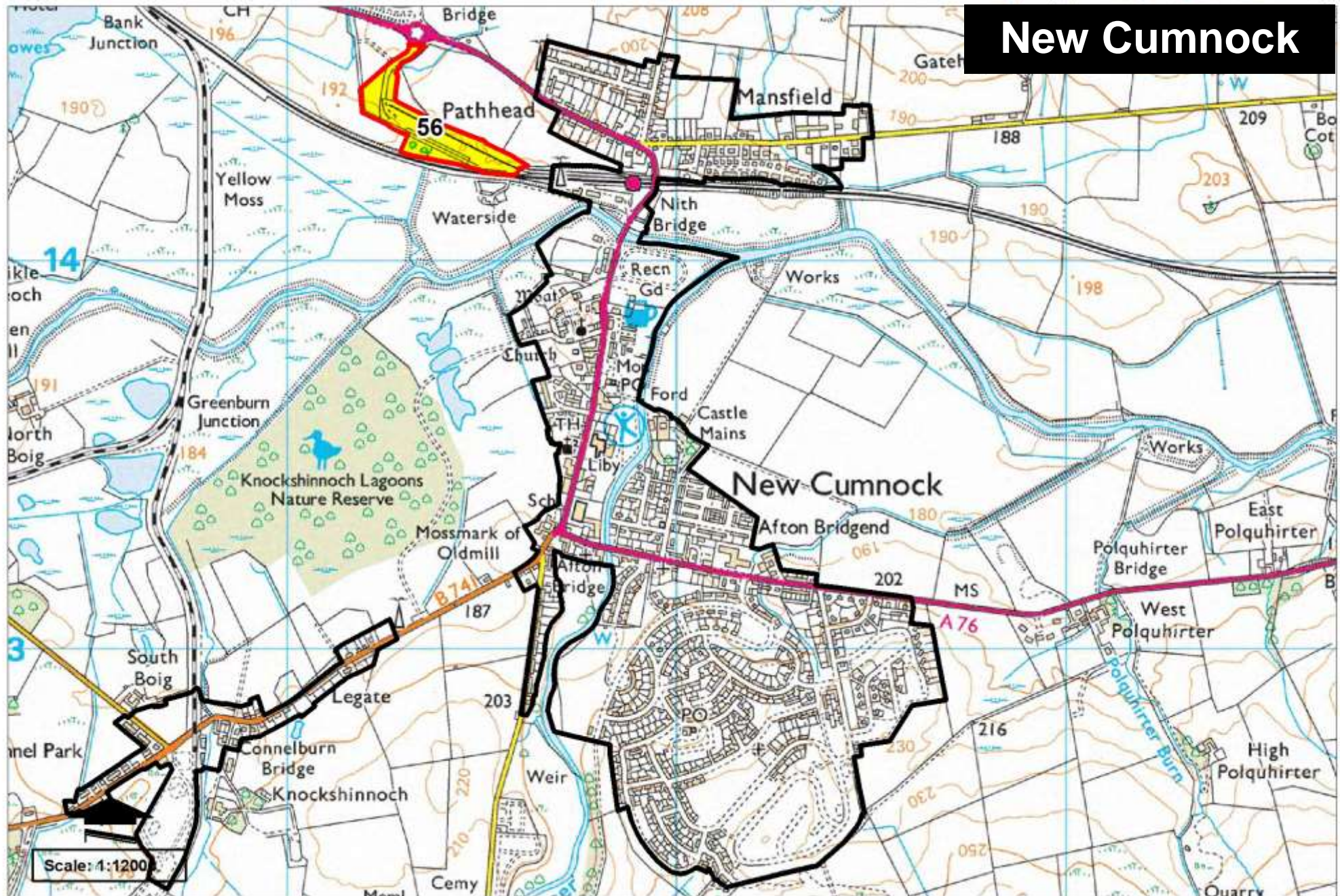
The site borders the settlement of Bankglen to the east. It is not allocated within the EALDP (2017). The development of the site is likely to have negative environmental impacts, particularly on landscape and biodiversity as well as positive and negative impacts on air, climate, population, human health and material assets. The settlement of Bankgen itself is not considered to be sustainably located, with no services within the settlement, although it is well connected to existing public and active travel networks.

SNH outline that the site is very steeply sloping, rising in the west and north and would have an adverse effect on landscape setting and views, particularly from the east along the Connel Park (B741). Development here would set a precedent for further development and could result in the coalescence of Bankglen and Connel Park.

In overall terms, the site is considered to have both positive and negative impacts.



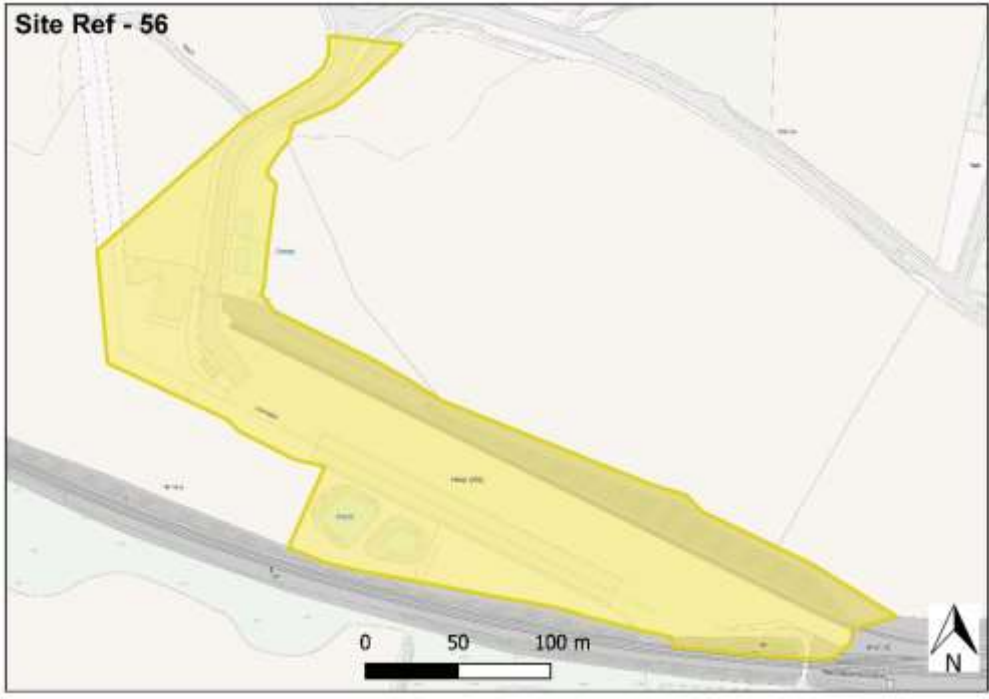
# New Cumnock



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	56		
Settlement	New Cumnock		
Address	Crowbandgate - Land South of A76		
Description	the area is a brownfield site immediately out with the New Cumnock settlement boundary and formerly a Rail Freight Terminal. The site is contained with the Rural Diversification Area. The site has no planning history.		
OS Grid Ref	NS6114SW		
Current Use	Brownfield		
Proposed Use	Business/Industry		
Use Description	Land use classes 4, 5 and 6		
Site Size	4.0ha		
Land type	Brownfield		
Source of Site	Hargreaves Services		
Outside Settlement	Yes		
Allocations/Props	Rural Diversification Area		
LDP Policies	OP1, OP2, IND3, T1, T2, T3, INF1, INF2, INF4, INF5, INF8, WM1, WM3, WM8, ENV6, ENV8, ENV9, ENV11, ENV12, ENV13, ENV14.		
Most Recent App	18/0348/PP Change of use of agricultural land to Class 3 use and erection of restaurant, petrol filling station and associated retail kiosk		Pending Decision
Planning History	10/0045/PP - Withdrawn, 10/0617/PP - Approved with Conditions, 11/0093/PP - Withdrawn, 12/0004/EIASCP - Scope agreed, 12/0005/PREAPP - Approved, 13/0210/PP - Refused, 14/0949/PP - Approved with Conditions, 18/0348/PP - Pending Consideration		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive/Negative	The site is a brownfield site located immediately out with 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,

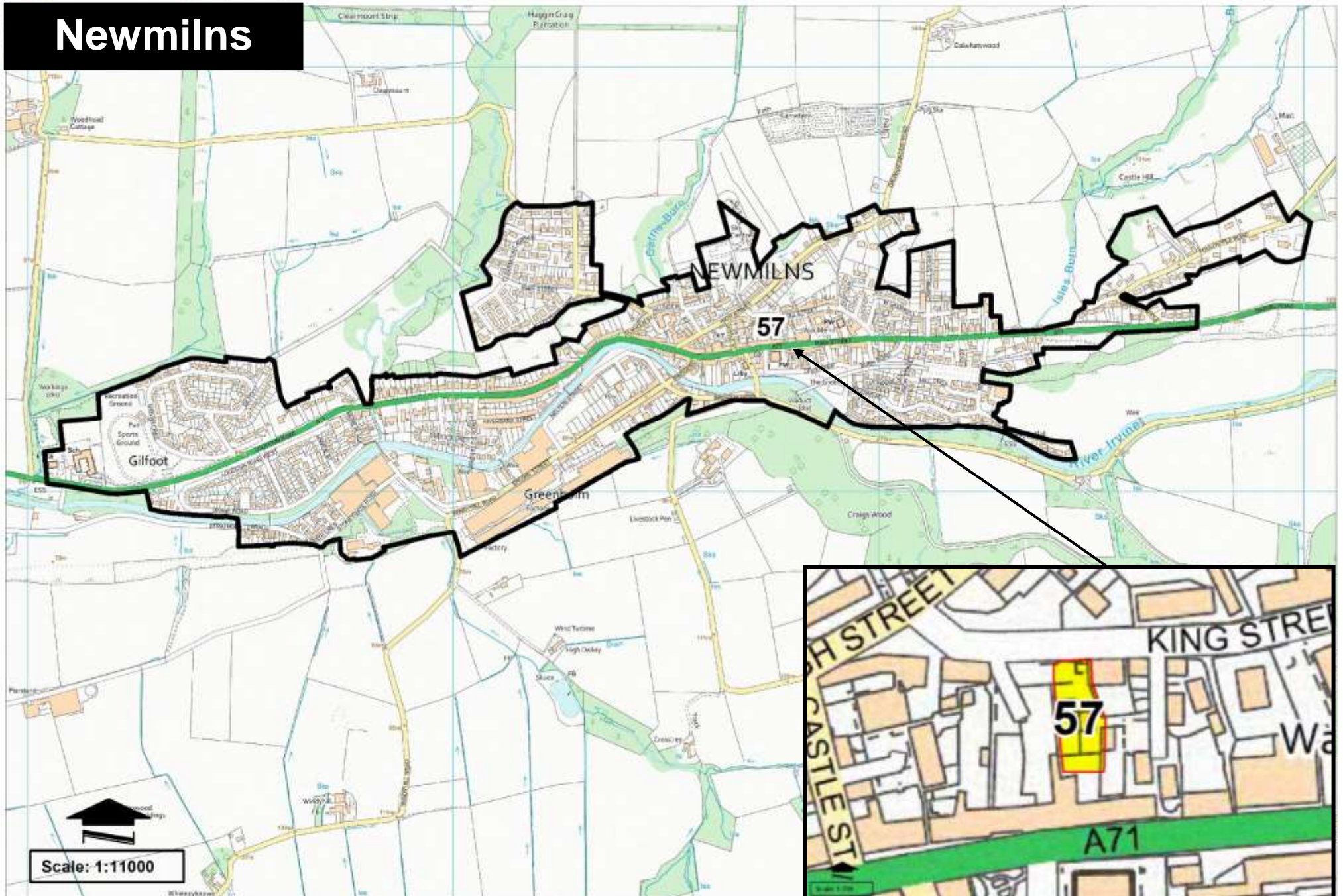
	on entrance or exit of New Cumnock. Although the reutilisation of this site is likely to be positive and the redevelopment of brownfield land is favourable and it might represent an opportunity to enhance its current state, it is considered that the development would alter the landscape character of the settlement of New Cumnock, having negative impacts. The site is also located within the Environmentally Sensitive Area (Central Southern Uplands) and any detrimental impacts need to be carefully considered. In overall terms, environmental impacts are likely to be both positive and negative.
<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>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is subject to three small areas of low-medium fluvial flood risk in the 1 in 200 year event. 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. In overall terms, impacts are likely to be neutral on the basis of impacts not being significant.
<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>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected 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>Climate</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>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development.
<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 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. In overall terms, environmental impacts on population are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive</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.
<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>	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.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low risk development area.	Coal Authority Risk Assessment - LOW-RISK
	Vacant and Derelict Land - NO	Prime Quality Agricultural Land - NO
		Contamination - YES
Water	No flood risk comments have been raised.	
Access	No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	N/A	
WWTW Capacity & Waste Water	Capacity available depending on proposed demand. Nearest sewer network to proposed site is considerable distance from public network- new installation needed- must be funded and carried out by developer.	
Water supply	Capacity available depending on demand- more information needed. Nearest water network is located a few hundred metres away-new installation may be required- must be funded and carried out by developer.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO
MIR Overall Recommendation		
Positive/Negative	This is a brownfield site within close proximity to New Cumnock settlement boundary, within walking distance of this settlement, bus stops and the rail station. Redevelopment of this brownfield site should be encouraged over development on greenfield. However, it is considered that its development could have negative impacts on landscape character as this is a prominent site at the access of New Cumnock. The site is also found within an Environmentally Sensitive Area, as such, careful consideration is required. The site is mostly free from flood risk and it has a low risk of coal mining. Development in this site presents an opportunity for active travel and public transport use over private car, which in addition to its freight rail connectivity could potentially result in an overall improved air quality and impact on environment and climate change.	
	In overall terms, the development of this site is likely to have both positive and negative impacts.	

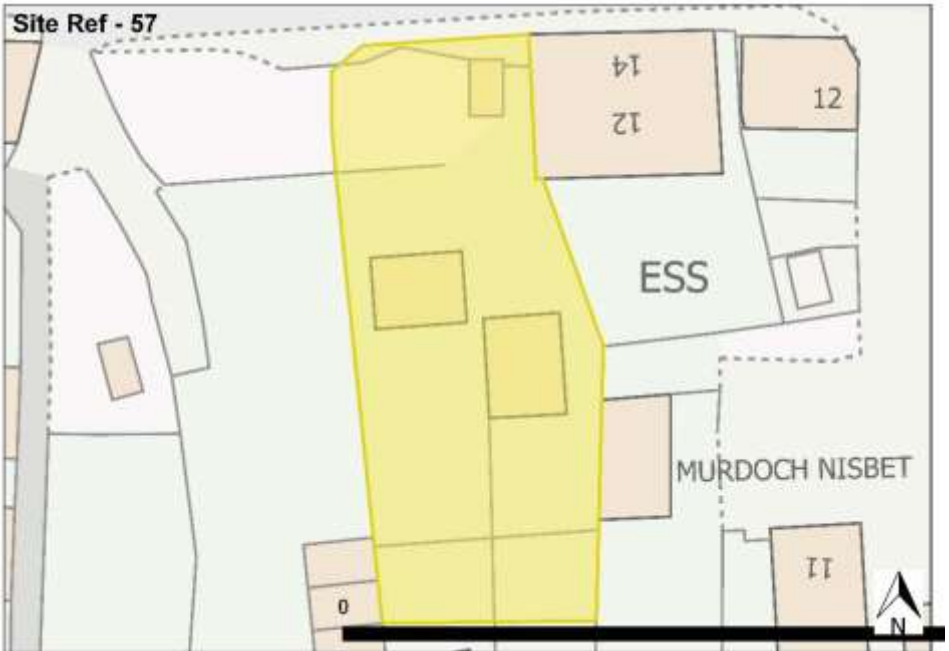


# Newmilns



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	57	
Settlement	Newmilns	
Address	Land Adjacent to 12 King Street, Newmilns.	
Description	The site is contained within the settlement boundary of Newmilns. The site has a planning history relating to the proposed use (19/0411/PPP; 19/0897/PPP). It is located within Newmilns Outstanding Conservation Area.	
OS Grid Ref	NS5337SE	
Current Use	Vacant	
Proposed Use	Housing	
Use Description	Residential - 6 flats	
Site Size	0.1ha	
Land type	Brownfield	
Source of Site	Daniel McLean c/o Graham and Sibbald.	
Outside Settlement	No	
Allocations/Props	N/A	
LDP Policies	OP1, OP2, TOUR 1, TOUR 2, RE1, RE2, RE5, RES 1, RES 11, RES, 10, RES 12, RES 13, TC2, TC3, Chapter 3 Placemaking, Chapter 4.2 Successful Town Centres, Chapter 6.3 Delivering Infrastructure, ENV 1, ENV 2, ENV 3, ENV 8, ENV 9, ENV 11, ENV 12, ENV 13, ENV 14, Chapter 6.2 Promoting Sustainable Transport, Chapter 6.4 Sustainable Waste Management.	
Most Recent App	19/0897/PPP Application for residential use in principle	Approved with Conditions
Planning History	17/0557/PP - Approved, 19/0411/PPP - Refused, 19/0897/PPP - Approved with Conditions,	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Neutral	The site is contained within the centre of Newmilns and as such, it is not considered to have any significant environmental implications on landscape which is urban in nature. Impacts are considered to be neutral.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site falls within both the Coal Authority's Development Low Risk Area. The site is also partially contained within an archaeological site/area (WoSAS), the development of which could have a detrimental impact on this feature. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs as the development is within the settlement boundary. In overall terms, the environmental impacts of the development of this site are likely to have a negative impacts on soil. There is potential for mitigation to reduce this impact.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not constrained by fluvial or pluvial flood risk. As such, its development is likely to have neutral impacts on the water environment.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on air quality by proliferating private car use , and in turn greenhouse gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. However, it is noted that the site only has capacity for a small number of units, so this impact would be minimal. The site is within the settlement boundary and town centre, as such, it is considered that the existing active travel network is acceptable. As such, there is an existing active travel network which is likely to have a positive impact on air quality if utilised. The site is considered to be sustainably located as it is within the settlement boundary. The site is located off of Kind Street which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As such, the site has strong existing public transport connections, having positive impacts on air quality. In overall terms, it is considered that the development would have both positive and negative impacts on air quality.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected 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 identified within the Central Scotland Green Network (CSGN) woodland hotspot, however, it is noted that this is not a woodland habitat. As such, due to the urban nature of the site, it is not considered to have any significant positive or negative environmental impacts. Impacts are therefore considered to be neutral.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on climatic factors by proliferating private car use, and in turn greenhouse gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. However, it is noted that the site only has capacity for a small number of units, so this impact would be minimal. The site is within the settlement boundary and town centre, as such, it is considered that the existing active travel network is acceptable. As such, there is an existing active travel network which is likely to have a positive impact on air quality and climatic factors if utilised. The site is considered to be sustainably located as it is within the settlement boundary. The site is located off of Kind Street which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As

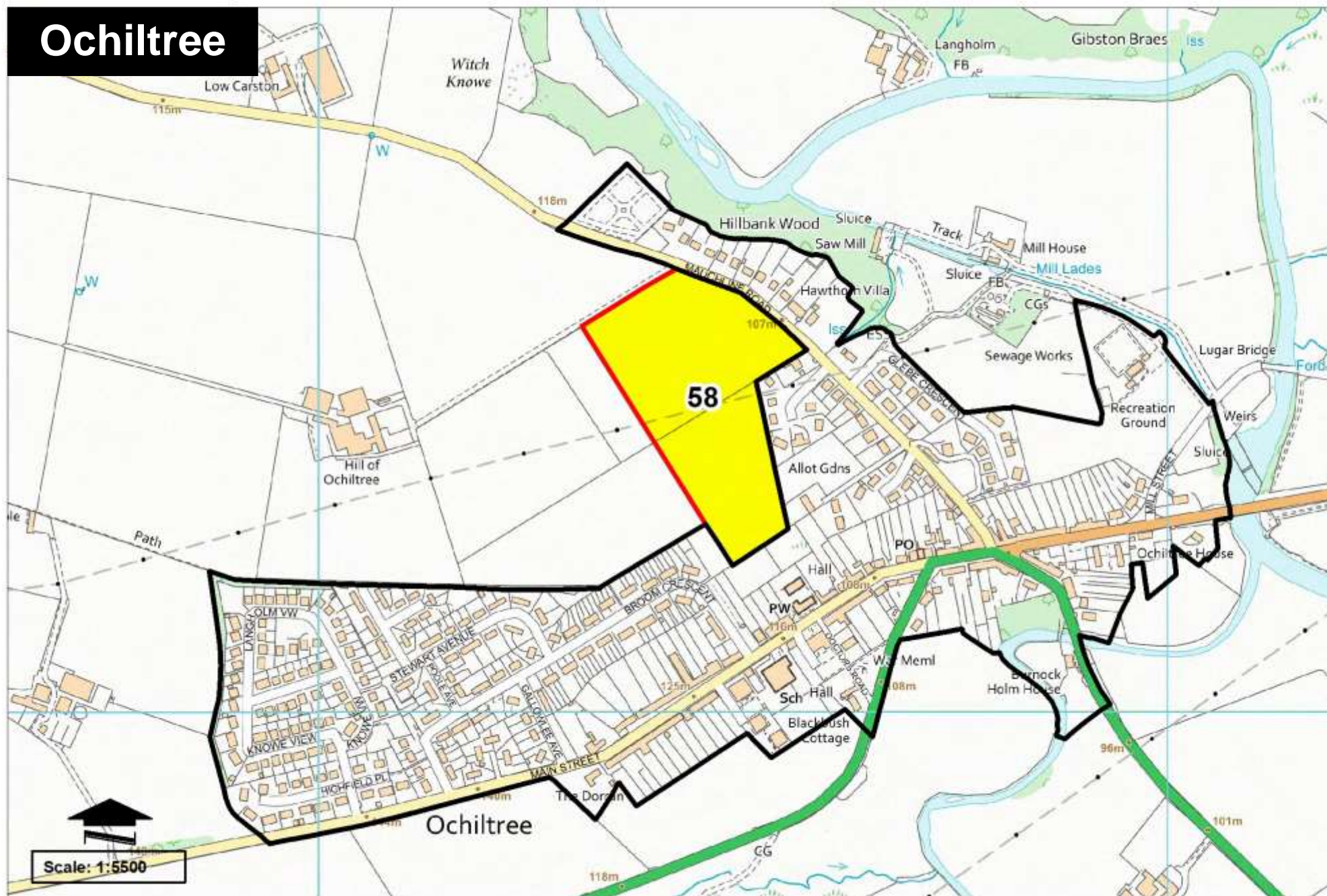


	such, the site has strong existing public transport connections, having positive impacts on climatic factors. In terms of climate resilience, it is not considered that the development of this site would have positive or adverse impacts as the site is not constrained by flood risk. In overall terms, it is considered that the development would have both positive and negative impacts on climate.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is contained within the settlement boundary of Newmilns. It is located within Newmilns Outstanding Conservation Area and in close proximity to a number of listed buildings. There is potential for the development of the site to have an adverse impact on the historic environment. However, it is considered that this could be alleviated through sensitive and considerate design as well as appropriate mitigation. As a precaution, the impacts are considered 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>	Development of the site is likely to have negative impacts on population by proliferating private car use, and in turn greenhouse gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. However, it is noted that the site only has capacity for a small number of units, so this impact would be minimal. The site is within the settlement boundary and town centre, as such, it is considered that the existing active travel network is acceptable. As such, there is an existing active travel network which is likely to have a positive impact on air quality, climatic factors and population if utilised. The site is considered to be sustainably located as it is within the settlement boundary. The site is located off of Kind Street which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As such, the site has strong existing public transport connections, having positive impacts on population. In terms of climate resilience, it is not considered that the development of this site would have positive or adverse impacts as the site is not constrained by flood risk. In overall terms, it is considered that the development would have both positive and negative impacts on population.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Development of the site is likely to have negative impacts on human health by proliferating private car use, and in turn greenhouse gas emissions, as a result of increasing the residential population of the area through the provision of additional residential units. However, it is noted that the site only has capacity for a small number of units, so this impact would be minimal. The site is within the settlement boundary and town centre, as such, it is considered that the existing active travel network is acceptable. As such, there is an existing active travel network which is likely to have a positive impact on air quality, climatic factors and human health if utilised. The site is considered to be sustainably located as it is within the settlement boundary. The site is located off of Kind Street which forms part of an SPT Bus route. There are a number of associated bus stops in close proximity to the site. As such, the site has strong existing public transport connections, having positive impacts on population. In terms of climate resilience, it is not considered that the development of this site would have positive or adverse impacts as the site is not constrained by flood risk. In overall terms, it is considered that the development would have both positive and negative impacts on human health.

Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner		
Neutral	The site is contained within the settlement boundary of Newmilns. The site is modest in scale and could only accommodate a small number of units. As a result it is not considered that its development would have an adverse impact on material assets, access to services, green space provision or public transport. In overall terms, it is considered to have neutral impacts on material assets.		
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints			
Soil	Coal Authority's Development Low Risk Area;	Coal Authority Risk Assessment - LOW-RISK	
	Archaeological site/area (WoSAS).	Prime Quality Agricultural Land - NO	
	Vacant and Derelict Land - NO	Contamination - NO	
Water	No flooding constraints.		
Access	No significant access concerns.		
SNH comments	We welcome the redevelopment of brownfield land in this town centre location and consider that it can contribute to creating a sustainable place.		
WWTW Capacity & Waste Water	Sufficient capacity for proposed units.		
Water supply	Sufficient capacity in current system.		
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO	
MIR Overall Recommendation			
Positive/Negative	The site is located within the settlement boundary of Newmilns and is considered to be sustainably located. The site is contained within the Newmilns Outstanding Conservation Area. The site is small and could only accommodate a limited number of units (1-3). The site is not allocated as a development opportunity with the EALDP (2017). The development of the site is likely to have negative environmental impacts on soil and cultural heritage. Generally, environmental impacts are considered to be positive and negative. Development would be required to be sensitive and considerate, with appropriate mitigation.  In overall terms, the site is considered to have both positive and negative impacts.		

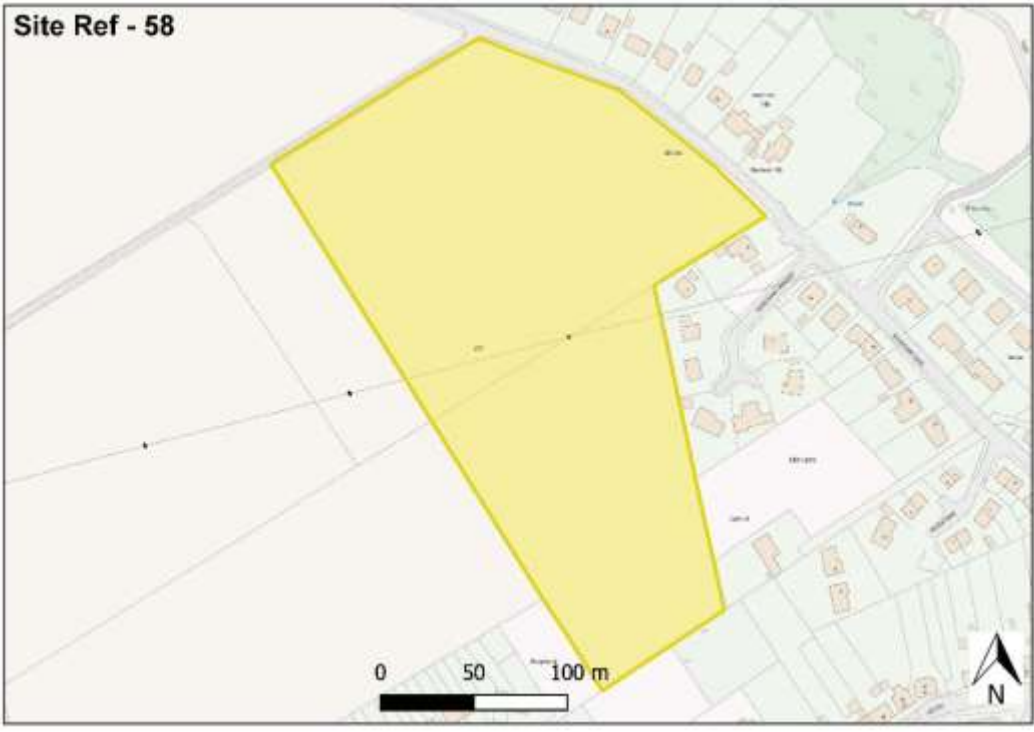


# Ochiltree



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	58	
Settlement	Ochiltree	
Address	Land at Mauchline Road	
Description	The area in question is a greenfield site immediately adjacent to and surrounded on three sides by the Ochiltree settlement boundary. The site is contained within the Rural Diversification Area. The site does not have a planning history.	
OS Grid Ref	NS5021SW	
Current Use	Agricultural land including mature woodland	
Proposed Use	Housing	
Use Description	Residential	
Site Size	4.8ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	Yes	
Allocations/Props	Rural Diversification Area	
LDP Policies	OP1, OP2, RES 1, RES 2, RES 5, RES 8, RES 11, IND 3, T 1, T 2, INF 1, INF 2, INF 4, INF 5, WM 1, WM 3, WM 8, ENV 6, ENV 8, ENV 9, ENV12, ENV 14.	
Most Recent App	N/A	
Planning History	N/A	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive/Negative	The site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. Development on this site would result in loss of greenfield space. The site is prominent and its likely that its development

	would alter the overall appearance and landscape character of the settlement if it is inappropriately developed. The bounded context of the site reduces this negative impact. In overall terms, the environmental impact is likely to be positive and negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. However, the site falls within both the Coal Authority's Development Low Risk Area. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. As a precaution, environmental impacts are considered to be negative as a result of the development risk. Negative impacts could be reduced through consultation and mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	There is no substantial flood risk in this site. Impacts are likely to be neutral as a result.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are several Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within walking distance of Ochiltree and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts are likely to be positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</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) non-core high dispersal Acid Grassland Network, and the core high dispersal Woodland Network. Extension of the settlement towards existing green networks is in principle not recommended. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are several Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within walking distance of Ochiltree and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts are likely to be both positive and negative.

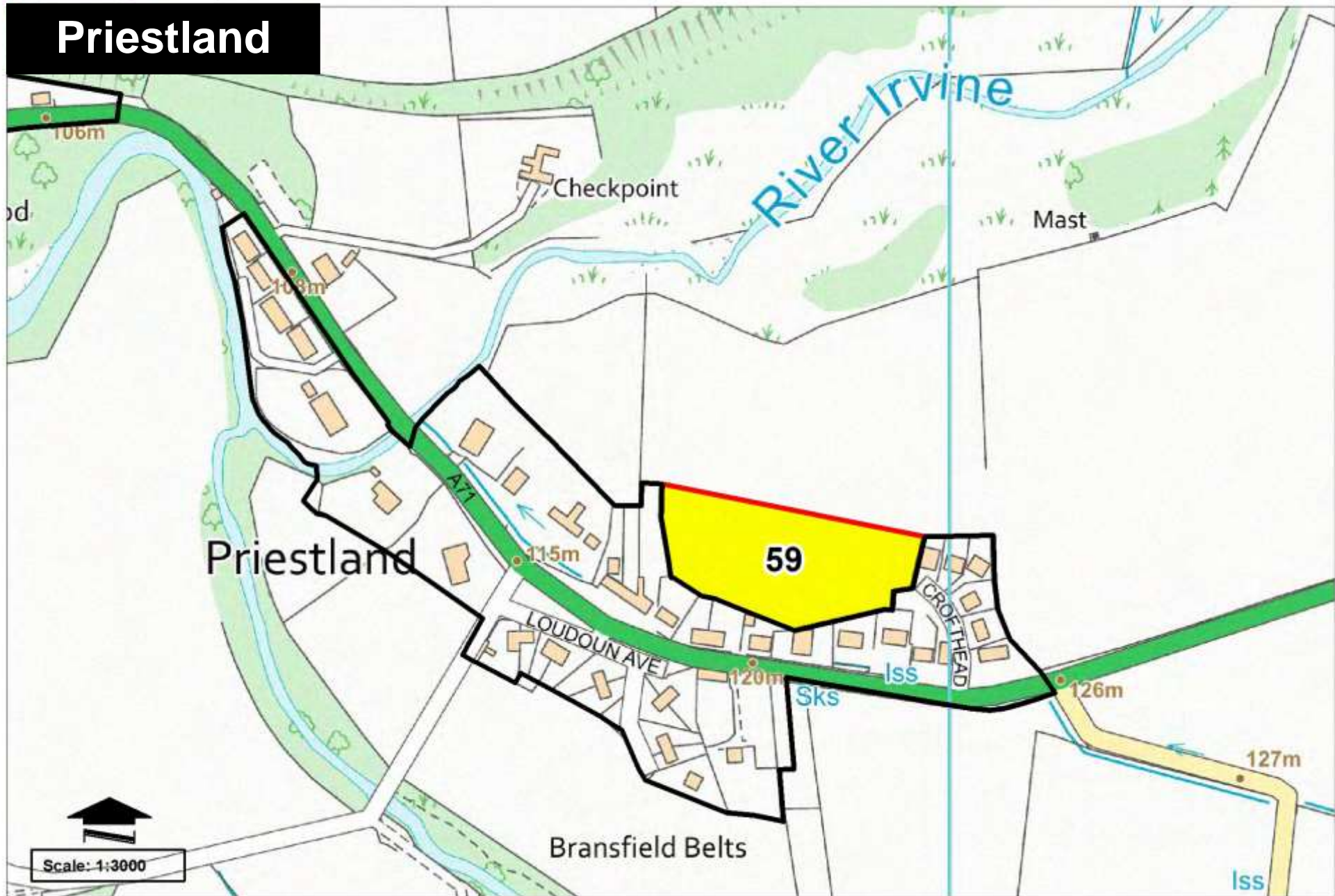


Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive	The site is within walking distance of Core Paths, Rights of Way and public transport, being therefore integrated into said networks. Ochiltree and its associated services are within reasonable walking distance as well.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development in this site is likely to have negative impacts on climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are several Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within walking distance of Ochiltree and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential human health in the rural area. In terms of climate resilience, the site does not pose any negative implications as result of flood risk. In overall terms, impacts are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	Development in this site is likely to have negative impacts on climate change by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of bus stops servicing a range of lines, and there are several Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within walking distance of Ochiltree and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on climate change is considered to be adverse as it would increase the residential human health in the rural area. In terms of climate resilience, the site does not pose any negative implications as result of flood risk. In overall terms, impacts are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority low risk development area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood risk comments have been raised.	
Access	No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	This is a large, prominent site which defines the southern edge of the settlement of Ochiltree from the north-west. Proposals should consider layout and siting to ensure there are no adverse landscape or visual impacts. A strong landscape framework should also be	

	provided, ensuring a robust and defensible settlement edge along the north-western and south-western edges of the site. Proposals should ensure cohesion with existing development.	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project required for Ochiltree WWTW- early engagement with Scottish Water is strongly recommended to discuss build out rates and to establish growth requirements.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (Hfs) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>This is a greenfield site out with but adjacent to and surrounded by the settlement boundary, within reach of Ochiltree, Core Paths, Rights of Way and bus services. Development on this site would not have any significant impact on the landscape nor on cultural or natural heritage. There is no flood or contamination risk in the area, but it falls within the Coal Authority Low Development Risk Area. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site is an opportunity to encourage living within a reasonably well connected settlement area, it would have an overall adverse impact on air quality and climate. It is an overall positive location for residential development in the area but more sustainable sites exist throughout the Council area.</p> <p>In accordance with SNH's comments, should the site be allocated, developments should consider layout and siting to ensure there are no adverse landscape or visual impacts. A strong landscape framework should also be provided, ensuring a robust and defensible settlement edge along the north-western and south-western edges of the site.</p> <p>In overall terms, impacts are likely to be positive and negative.</p>	



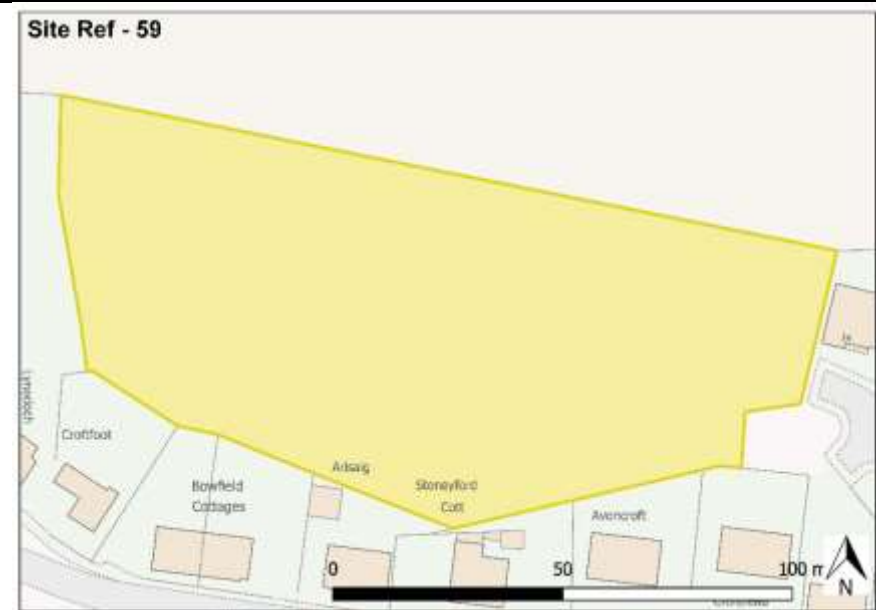
# Priestland



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	59
Settlement	Priestland
Address	Land at Crofthead
Description	The site is located out with the settlement boundary of Priestland. The site is found within the Rural Protection Area and is agricultural in use. The site has no planning history.
OS Grid Ref	NS5737SE
Current Use	Agricultural land
Proposed Use	Housing
Use Description	Residential - 10-15 units
Site Size	1.0ha
Land type	Greenfield
Source of Site	Keppie Planning
Outside Settlement	Yes



**Allocations/Props** The site is located within the Rural Protection Area.

**LDP Policies** RES 2, RES 4, RES 6, RES 7, RES 8, TOUR 3, IND 3, OP1, OP2

**Most Recent App** N/A

**Planning History** N/A

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Neutral</b>	The site is classified as "Upland Basins – Ayrshire" (SNH Character type 74). Key characteristics of this classification is the elevated and exposed nature of the landscape, extensive views across the basin, predominantly agricultural in use with areas of derelict and damaged land. The development of the site would result in the loss of a relatively large greenfield area. The site would constitute a moderate extension to the settlement of Priestland. However, the site is almost entirely concealed from view of the most the settlement of it bounded by residential dwellings to the west, south and east. As such, it is considered that the development of the site would have a neutral impact on landscape character.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The soil within the site consists of non-calcareous gleys. The site does not contain prime quality agricultural land, contaminated land, carbon rich soils, peatland or raised/intermediate bogs, nor is the site found within the Coal Authority Development Risk. As such, impacts on soil is likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not within the vicinity of any rivers or water bodies. The site is not subject to surface water flooding. Impacts on the water environment are likely to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In overall terms, impacts are likely to be positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not in close proximity to any designated or safeguarded sites. The site is partially contained within a Central Scotland Green Networks (CSGN) woodland hotspot. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on climate by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on climate is likely to be positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. Impacts are likely to be neutral.

Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Development in this site is likely to have negative impacts on air quality, and in turn population, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on population are likely to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development in this site is likely to have negative impacts on air quality, and in turn human health, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on human health are likely to be positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	Development in this site is likely to have negative impacts on air quality, and in turn material assets, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance of a SPT bus route (and associated bus stops) which connects Priestland the rest of the Irvine Valley and Kilmarnock. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. Priestland solely contains residential dwellings, there are no shops. As such, the nearest shop/retail provision is Darvel. The site is located within walking distance of Darvel and its related services and retail. In terms of climate resilience, the site does not have any detrimental impacts resulting from flood risk. In overall terms, impacts on material assets are likely to be positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil constraints	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	Access could be taken from Crofthead and there are good connections to other settlements.	
SNH comments	This is a greenfield site which appears to rise to the north and is located out with the settlement boundary. Development should ensure cohesion with existing development with active frontages. A robust landscape framework should be incorporated into the	

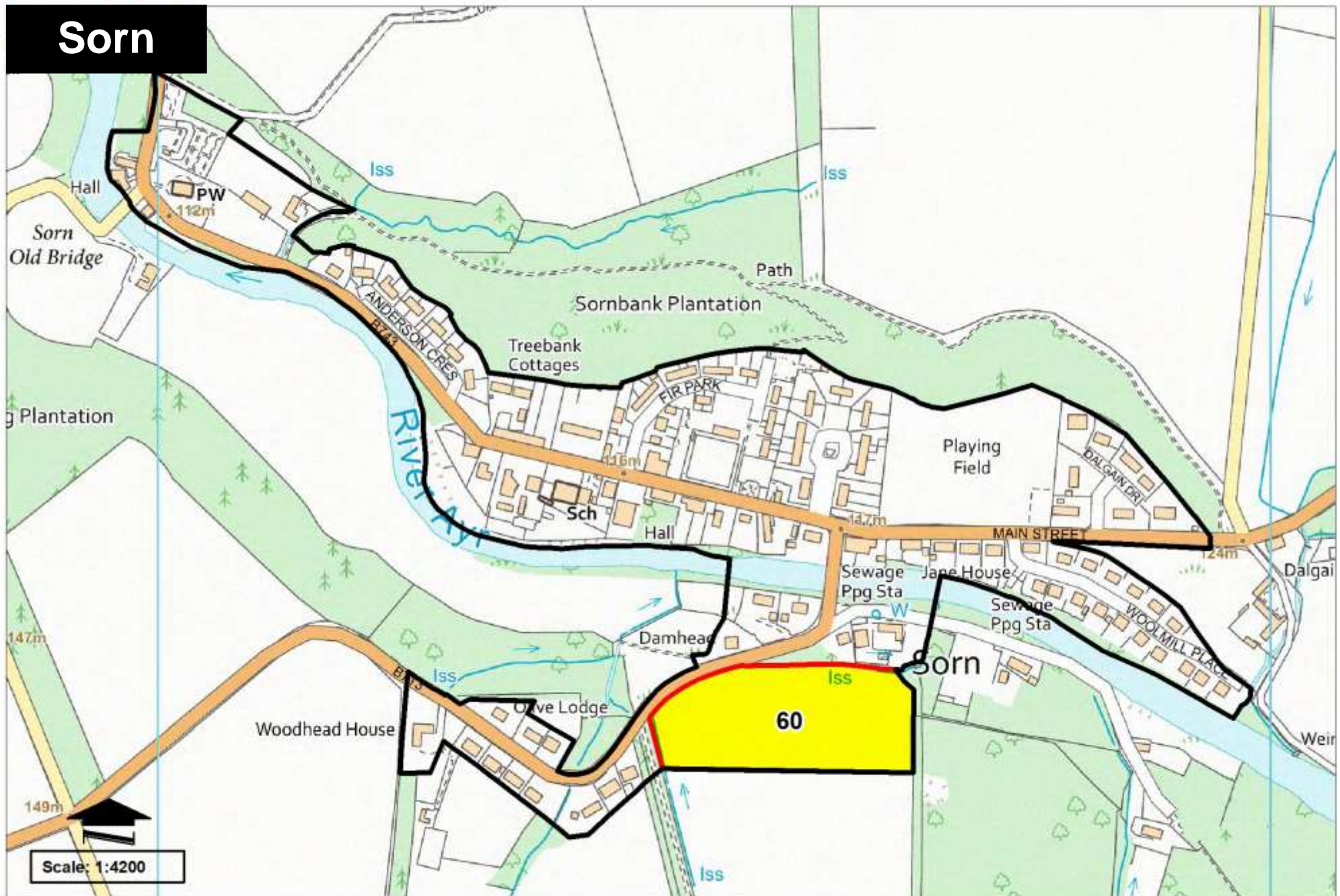
	development design with a robust settlement edge treatment provided on the northern edge of the site to prevent further development and incremental erosion of the rural setting north of the site up the slope.	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project underway for Stewarton WWTW and early engagement with Scottish Water is strongly recommended to discuss build out rates and to establish growth requirements. Treated effluent outfall runs through site- Early engagement with Scottish Water's Asset Impact Team is essential to ensure this conflict does not impact on economic site viability due to required stand off distances.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member ASSOCIATE</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>The site has good accessibility links with the A71 in close proximity. However, the site is located within the rural protection area in which residential development would not be appropriate. The settlement boundary would need to be reviewed to incorporate the site.</p> <p>SNH outline that, should the site be included in LPD2, a robust landscape framework should be incorporated into the development design with a robust settlement edge treatment provided on the northern edge of the site to prevent further development and incremental erosion of the rural setting north of the site up the slope.</p> <p>In overall terms, environmental impacts are likely to be both positive and negative.</p>	



## Site 59 – Land at Crofthead



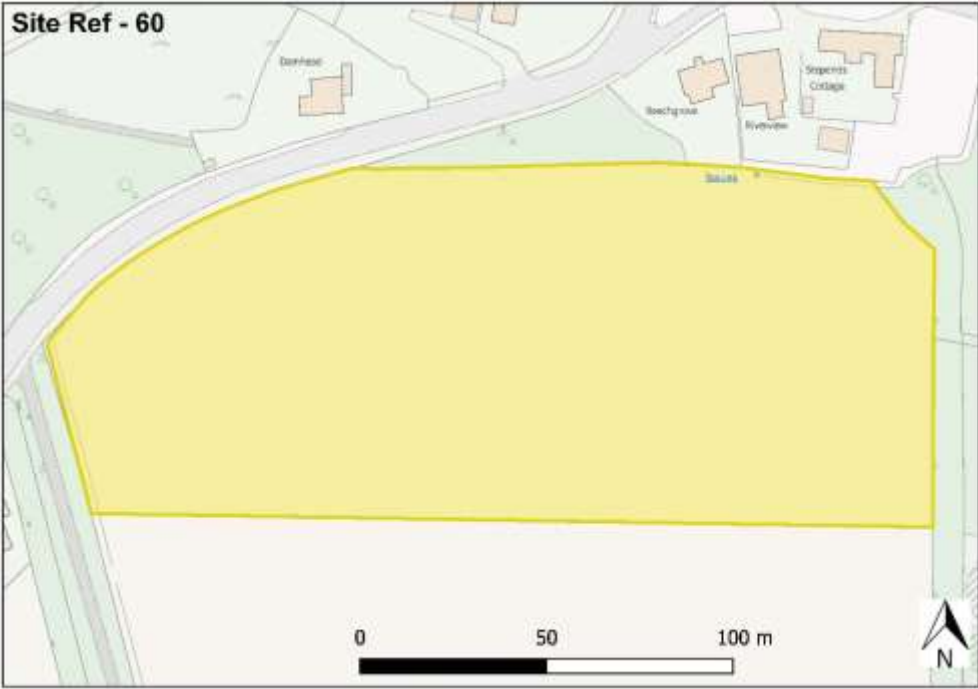
# Sorn



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	60	
Settlement	Sorn	
Address	Catrine Road	
Description	The site is a greenfield site which lies within the settlement boundary of Sorn. The site is allocated within the EALDP (2017) as a housing opportunity site (057H). The site is also identified within the Housing Land Audit 2019. The site has a planning history which relates to the proposed use.	
OS Grid Ref	NS5226SE	
Current Use	Agricultural land	
Proposed Use	Housing	
Use Description	Continue as a residential site	
Site Size	2.1ha	
Land type	Greenfield	
Source of Site	Hope Homes	
Outside Settlement	No	
Allocations/Props	057H	
LDP Policies	RES 1, RES 3, RES 9, INF4, OP1, OP2, ENV 7	
Most Recent App	02/0733/FL Proposed Erection Of 26 No. Private Dwellings	Approved with Conditions
Planning History	02/0733/FL - Approved with Conditions, 13/0744/PP - Withdrawn	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. Development on this site would result in loss of greenfield space. The site is a greenfield site which lies within the settlement boundary of Sorn. The site is to the south of the boundary. The site is allocated within the EALDP (2017) as a housing opportunity site (057H). There is potential for the development of the site to have negative impacts on the landscape character of Sorn. The site is very prominent within Sorn and is located within the Special Landscape Area and mitigation would be required to reduce any adverse impacts

	on the landscape quality of the area. Impacts are considered to be negative, subject to appropriate mitigation which would reduce this impact.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. However, the site falls within both the Coal Authority's Development Low Risk Area. There is potential for the development to have negative impacts as a result of previous mining uses. The development of the site would not result in the loss of important soil resources such as prime quality agricultural land, carbon rich soils, peatland or raised/intermediate bogs. As a precaution, environmental impacts are considered to be negative as a result of the development risk. Negative impacts could be reduced through consultation and mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not subject either to surface or fluvial flood risk. Development of the site is unlikely to have any positive or negative impacts on the water environment. In overall terms, the impacts are considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. There is an SPT route which borders to the north-west which connects Kilmarnock and Cumnock. The site therefore has existing public transport connections. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. In overall terms, impacts on air quality 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is in close proximity to the River Ayr (Damhead to Nether Heilar) Local Nature Conservation Sites, which is a provisional wildlife site. There is potential for the development of this site to have detrimental impacts on biodiversity. The site is wholly contained within a Central Scotland Green Networks (CSGN) woodland network (non-core; high dispersal) and CSGN woodland hotspot (Rank: 16). The development of this site would result in the loss and/or fragmentation of this natural habitat. The development of this site would result in the removal of greenfield habitat. The sites contribute to the green corridor, creating recreational spaces and habitat networks, the removal of which would be adverse. Development of this site would need to ensure that there are no adverse impacts on these habitats and on the species within them. The site is also contained within the Central Southern Uplands ESA (Environmentally Sensitive Area) and Special Landscape Area. In overall terms, it is considered to have adverse impacts, in opposition of the SEA objectives.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. There is an SPT route which borders to the north-west which connects Kilmarnock and Cumnock. The site therefore has existing public transport connections. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. In terms of climate resilience, the site is within close proximity to the River Ayr, although it is not currently subject to flood risk in the 1 in 200 year event, this could alter under a changing climate. There is potential for the site to be subject to flood risk in the future. In overall terms, impacts on air quality are likely to be both positive and negative.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Negative	The site is not within a Conservation Area, does not include Listed Buildings or Scheduled Monuments or is within an area of archaeological importance. Development of this site would not impact on the setting of the Conservation Area. However, the site is in close proximity to Sorn Garden and Designed Landscape (Non-inventory). Non-inventory sites are not of national importance, but they have local landscape value. There is potential for the development of the site to detrimentally affect the setting of this landscape. As a precaution, impacts are considered to be negative. Negative impacts could be reduced through appropriate and considerate design and layout.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	Development in this site is likely to have negative impacts on population by proliferating private car use as a result of increasing the residential population of the area. There is an SPT route which borders to the north-west which connects Kilmarnock and Cumnock The site therefore has existing public transport connections. The site is in close proximity to a right of way and core path network, having positive impacts on air quality, and in turn human health, if utilised. In overall terms, impacts on air population are likely to be both positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	Development in this site is likely to have negative impacts on human health by proliferating private car use as a result of increasing the residential population of the area. There is an SPT route which borders to the north-west which connects Kilmarnock and Cumnock The site therefore has existing public transport connections. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. In overall terms, impacts on human health are likely to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	Development in this site is likely to have negative impacts on human health by proliferating private car use as a result of increasing the residential population of the area. There is an SPT route which borders to the north-west which connects Kilmarnock and Cumnock The site therefore has existing public transport connections. The site is in close proximity to a right of way and core path network, having positive impacts on air quality if utilised. In terms of climate resilience, the site is within close proximity to the River Ayr, although it is not currently subject to flood risk in the 1 in 200 year event, this could alter under a changing climate. There is potential for the site to be subject to flood risk in the future. In overall terms, impacts on human health are likely to be both positive and negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Class 4 covers part of the site.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	Access could be taken off the main road and there are core paths and right of way near the site.	

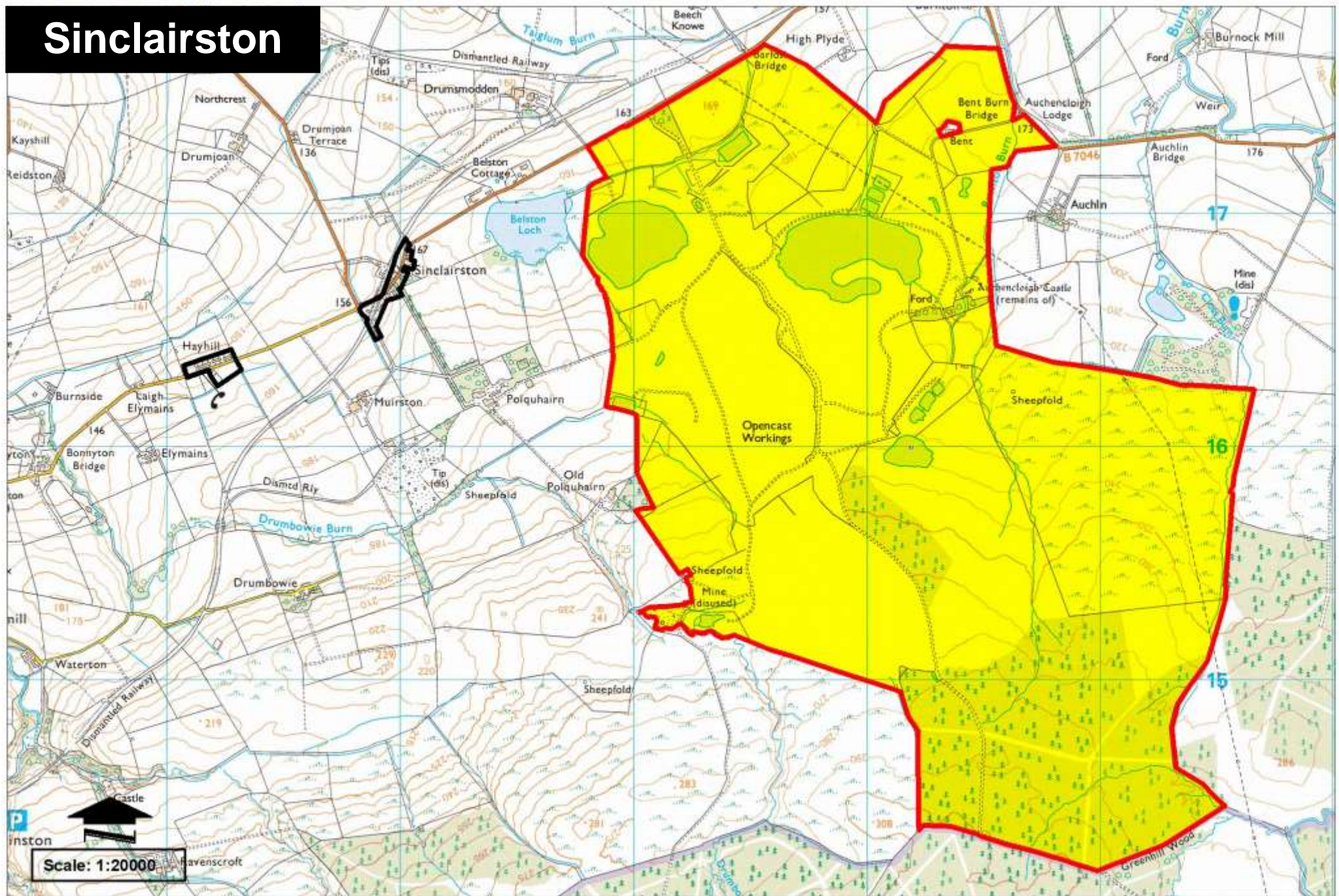


<b>SNH comments</b>	This is a rising and prominent site located south of the B713 which is located on the periphery of the settlement. There is a band of semi-natural woodland along the northern and eastern edges of the site. Proposals should consider the layout and siting of housing to ensure that there are no adverse landscape or visual impacts. Housing should also have a positive interface with the B713. A strong landscape framework should be provided by development proposals, including a robust edge to the south of the site to prevent further erosion of the rural setting.	
<b>WWTW Capacity &amp; Waste Water</b>	Sufficient capacity in current system. Nearest sewer network 200-300m away and includes crossing River Ayr. Any installation of network from site to the public sewers must be funded and carried out by the developer. Water main runs through site- early engagement with Scottish Water required.	
<b>Water supply</b>	Sufficient capacity in current system.	
<b>Housing Land Audit (HLA) 2019 YES</b>		<b>Homes for Scotland (HfS) Member NO</b>

### MIR Overall Recommendation

<b>Positive/Negative</b>	<p>The site is within the settlement boundary and has the potential to be developed for residential use. However, the site is located within the Special Landscape Area, the Environmentally Sensitive Area and mitigation would be required to reduce any adverse impacts on the landscape quality of the area. The site is currently allocated in the EALDP (2017) as a housing opportunity site (057H).</p> <p>SNH outline that, the site is rising and prominent site located south of the B713 which is located on the periphery of the settlement. There is a band of semi-natural woodland along the northern and eastern edges of the site. Proposals should consider the layout and siting of housing to ensure that there are no adverse landscape or visual impacts. Housing should also have a positive interface with the B713. A strong landscape framework should be provided by development proposals, including a robust edge to the south of the site to prevent further erosion of the rural setting.</p> <p>In overall terms, the development of the site is likely to have both positive and negative environmental impacts.</p>
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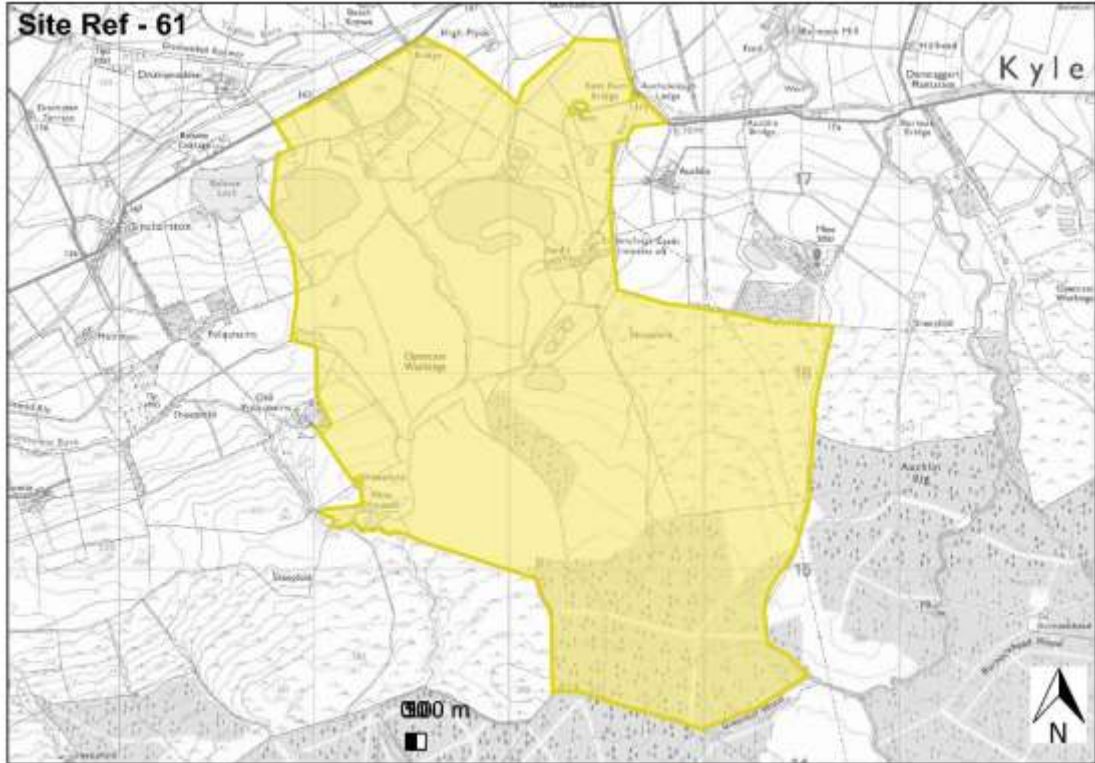
# Sinclairston



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# Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	61	
Settlement	South east of Sinclairston.	
Address	Piperhill South of B7046, south east of Sinclairston.	
Description	The site is a former opencast coal site (Piperhill) and is located to the east of Sinclairston. The proposed use includes leisure related provisions (caravans, lodges, watersports, motorsports and outdoor activities).	
OS Grid Ref	NS4816SE	
Current Use	Restored Minerals Site	
Proposed Use	Other	
Use Description	Leisure uses: Caravans lodges, watersports, motorsports and outdoor activities	
Site Size	616.7ha	
Land type	Greenfield	
Source of Site	Hargreaves	
Outside Settlement	Yes	
Allocations/Props	The site is within the Rural Diversification Area and is a former minerals opportunity site in the MLDP.	
LDP Policies	RES 5, RES 6, RES 7, RES 8, IND 3, TOUR 3, RES 2.	
Most Recent App	19/0769/PP Erection of log cabin/shed	Application Returned
Planning History	Many prior to 2018- 18/0001/S36SCP- Scope agreed,18/0064/PP - Approved with Conditions, 18/0139/PP - Approved, 18/0399/PP - Approved with Conditions, 18/0407/PP - Approved, 18/0880/PP - Approved with Conditions, 19/0006/S36, 19/0100/PPP - Refused, 19/0189/PP - Approved, 19/0191/PPP - Refused, 19/0769/PP - Pending Consideration	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The northern half of the site is classified as "Agricultural Lowland" (SNH 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. The southern half of the site is classified as "Foothills - Ayrshire" (SNH character type 76). Key characteristics of this classification include incised valleys, long shoulder slopes, rounded ridges, pastoral character, swathes of dark green coniferous forest cover with a scattering of villages and farms which host historic settlement patterns. The is a significantly large site (approximately 616 ha), the development of which would likely have a significant impact on the landscape character of the area. It appears to be an undulating site and development of the section directly south of the road would have significant landscape impacts. No specific details regarding the scale or proposed layout of the leisure facility have been provided, as such, impacts are considered to be largely negative. Negative impacts could be reduced through appropriate design and layout.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys, peaty gleys. The site falls within both the Coal Authority's Development High Risk Area. There is potential for the development to have negative impacts as a result of previous mining uses. The site also contains Class 3 and Class 5 carbon rich soils and peatland, the development of the site would potentially result in the loss of this asset. The site is significantly constrained by a number of large archaeological areas/sites. As a result of it's previous use, the site contains a large area of derelict land, the proposal would result in the development of this land, having a positive impact. The development of the site would not result in the loss of other important soil resources such as prime quality agricultural land or raised/intermediate bogs. In overall terms, environmental impacts on soil are likely to be both positive and negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site contains water bodies and hosts large areas of high risk surface water flooding. The proposal is predominately for leisure use and therefore, the water bodies should be protected and incorporated into any detailed proposals. A flood risk assessment may be required. As a result of the proposed use (leisure and water activities) it is not considered that the development would have any significant positive or negative impacts. In overall terms, impacts are likely to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	The site is within the rural area and is accessible off of the B7046. However, the site is vast and relatively isolated. Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of the isolated nature of the site and the proposed leisure use. An SPT bus route does extend along the B7046 to the north of the site, as such, the site could be accessible by way of public transport, having positive impact on air quality. There is a right of way network and core path network in close proximity. There is potential to expand and integrate this network which, if utilised, would have positive impacts. In overall terms, the development of the site is likely to have positive and negative impacts on air quality.

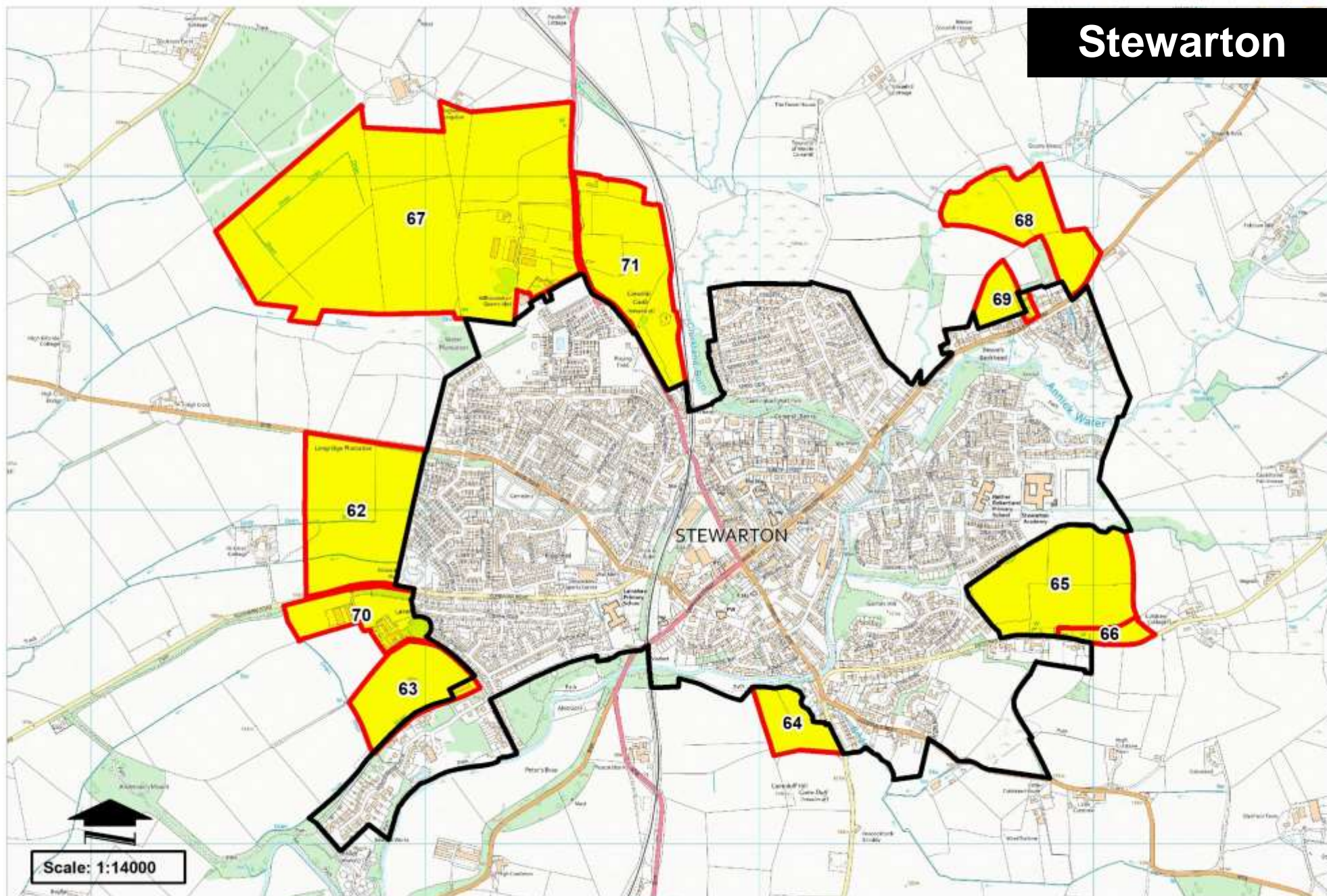
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is located within the Central Scotland Green Network's (CSGN) areas of acid grassland network, wetland network (non-core; high dispersal), woodland network (non-core; high dispersal) and neutral grassland hotspot (Rank: 218). The site contains two large areas of native woodland (Mature; lowland mixed deciduous woodland). There is potential for the development of the site to result in the loss and/or fragmentation of these habitats, having a negative impact on biodiversity. and includes woodland. Mitigation will be required to protect the species and habitats in the site and surrounding areas. In overall terms, it is considered that the development will have negative impacts on biodiversity.
<b>Climate</b>	<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 within the rural area and is accessible off of the B7046. However, the site is vast and relatively isolated. Development in this site is likely to have negative impacts on air quality, and greenhouse gas emissions, by proliferating private car use as a result of the isolated nature of the site and the proposed leisure use. An SPT bus route does extend along the B7046 to the north of the site, as such, the site could be accessible by way of public transport, having positive impact on air quality. There is a right of way network and core path network in close proximity. There is potential to expand and integrate this network which, if utilised, would have positive impacts. The site contains areas of water bodies and is at high risk of surface water flooding in large areas. The proposal is predominately for leisure use and therefore, the water bodies should be protected and incorporated into any detailed proposals. Although subject to flood risk, it is not considered that the development has any significant climate resilience implications. A flood risk assessment may be required. In overall terms, the development of the site is likely to have positive and negative impacts on climate.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site may contain archaeological sites and WOSAS would required to be consulted if detailed proposals were brought forward. Development could adversely impact on the historic environment. As a precaution, impacts are considered to be negative, subject to appropriate mitigation. HES outline within their response that robust mitigation measures are required to protect the scheduled monument and its setting would need to be put in place.
<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 site is within the rural area and is accessible off of the B7046. However, the site is vast and relatively isolated. Development in this site is likely to have negative impacts on air quality, and in turn population, by proliferating private car use as a result of the isolated nature of the site and the proposed leisure use. An SPT bus route does extend along the B7046 to the north of the site, as such, the site could be accessible by way of public transport, having positive impact on air quality. There is a right of way network and core path network in close proximity. There is potential to expand and integrate this network which, if utilised, would have positive impacts. Access to the site could be taken off the main road, however there is limited other access opportunities to consider. In overall terms, the development of the site is likely to have positive and negative impacts on population.



Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The site is within the rural area and is accessible off of the B7046. However, the site is vast and relatively isolated. Development in this site is likely to have negative impacts on air quality, and in turn human health, by proliferating private car use as a result of the isolated nature of the site and the proposed leisure use. An SPT bus route does extend along the B7046 to the north of the site, as such, the site could be accessible by way of public transport, having positive impact on human health. There is a right of way network and core path network in close proximity. There is potential to expand and integrate this network which, if utilised, would have positive impacts. Access to the site could be taken off the main road, however there is limited other access opportunities to consider. Developer should consider introducing more active travel in the area given it is located within the rural area. The proposed leisure use itself is likely to have positive impacts on human health, increasing the local leisure provision and facilities. In overall terms, the development of the site is likely to have positive and negative impacts on human health.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Positive/Negative	The site is within the rural area and is accessible off of the B7046. However, the site is vast and relatively isolated. Development in this site is likely to have negative impacts on material assets, and greenhouse gas emissions, by proliferating private car use as a result of the isolated nature of the site and the proposed leisure use. An SPT bus route does extend along the B7046 to the north of the site, as such, the site could be accessible by way of public transport, having positive impact on air quality and in turn material assets. There is a right of way network and core path network in close proximity. There is potential to expand and integrate this network which, if utilised, would have positive impacts. The site contains areas of water bodies and is at high risk of surface water flooding in large areas. The proposal is predominately for leisure use and therefore, the water bodies should be protected and incorporated into any detailed proposals. Although subject to flood risk, it is not considered that the development has any significant climate resilience implications. A flood risk assessment may be required. The site is a former open cast coal site and the proposal would bring this site back into use. Consideration should be given to the detail proposed for the development of leisure on the site. The proposed use if developed, would have a positive impact on material assets by increasing the leisure provision in the area. In overall terms, the development of the site is likely to have positive and negative impacts on material assets.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	High risk area for coal	Coal Authority Risk Assessment - HIGH-RISK
		Prime Quality Agricultural Land - NO
		Vacant and Derelict Land - NO
		Contamination - NO
Water	The site contains areas of water bodies and is at high risk of surface water flooding in large areas.	
Access	Access could be taken from the main road however, there are limited other opportunities.	
SNH comments	This is a large site which appears to be a mixture of greenfield and brownfield land. The site is physically, visually and perceptually detached from existing development and we consider that it would be challenging to deliver a sustainable development. It appears to be an undulating site and development of the section directly south of the road would have significant landscape impacts. We note that	

	<p>the recreation of rough grassland for breeding farmland birds was an integral part of the original planning approval. The southern part of this site is also located within the area covered by the Coalfields Communities Landscape Partnership.</p> <p>On the basis of the above, we consider that there may be capacity for development close to the B7046 following detailed assessment. The southern section of the site is identified on the semi-natural woodland inventory and the woodland should be retained and incorporated into the design of the development, ensuring an appropriate buffer is provided.</p> <p>The incorporation of multifunctional green infrastructure including SUDs, woodland, lochs etc. should be considered from the outset of the design process and should contribute to the wider green network. Active travel connections could be incorporated into this, providing a network of paths throughout the site as well as linking in with the wider strategic network.</p>	
<b>Historic Environment Scotland (HES) comments</b>	Scheduled monument SM5393 Auchencloigh Castle is within the boundary of this site, and robust mitigation measures to protect the scheduled monument and its setting would need to be put in place.	
<b>WWTW Capacity &amp; Waste Water</b>	Nearest Drainage Operational Area is located a considerable distance from site- installation of network may be required- funded and carried out by developer. Existing water infrastructure runs through site- early engagement with Scottish Water required.	
<b>Water supply</b>	Capacity may be available depending on proposed demand. More information needed.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (Hfs) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Positive/Negative</b>	<p>This is a large site which appears to be a mixture of greenfield and brownfield land. The MLDP is keen to see the reuse of former opencast coal sites as long as the appropriate development can be identified for each site. This proposal would bring this site back into use and a leisure use in this area seems appropriate. However, the site has many challenges such as the coal risk, landscape implications, air quality and biodiversity. Therefore, it has been assessed to have a positive and negative impact. Potentially only part of the site should be developed to protect the setting of the rural area. It is considered that it would be hard to develop the site in a sustainable manner.</p> <p>As outlined within SNH's comments, the southern part of this site is also located within the area covered by the Coalfields Communities Landscape Partnership, as such there may be capacity for development close to the B7046 following detailed assessment. The southern section of the site is identified on the semi-natural woodland inventory and the woodland should be retained and incorporated into the design of the development, ensuring an appropriate buffer is provided. The incorporation of multifunctional green infrastructure including SUDs, woodland, lochs etc. should be considered from the outset of the design process and should contribute to the wider green network. Active travel connections could be incorporated into this, providing a network of paths throughout the site as well as linking in with the wider strategic network.</p> <p>In overall terms, impacts are likely to be both positive and negative.</p>	


# Stewarton



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## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	62		
Settlement	Stewarton		
Address	Future Growth Area for Stewarton (FGA4)		
Description	The area in question is a greenfield site allocated as a Future Growth Area in the EALDP (2017) immediately adjacent to the Stewarton settlement boundary to the west. The site is contained within the Rural Diversification Area.		
OS Grid Ref	NS4046NE		
Current Use	Agricultural land		
Proposed Use	Housing		
Use Description	Residential - 320-390 units		
Site Size	13.8ha		
Land type	Greenfield		
Source of Site	Hendersons		
Outside Settlement	Yes		
Allocations/Props	Future Growth Area 4, Rural Protection Area		
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Positive/Negative	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. Development would result in a significant extension of the settlement into the rural area. SNH has stated that development of the site may be possible should a careful masterplan approach that respects the setting of the site should be adopted by any

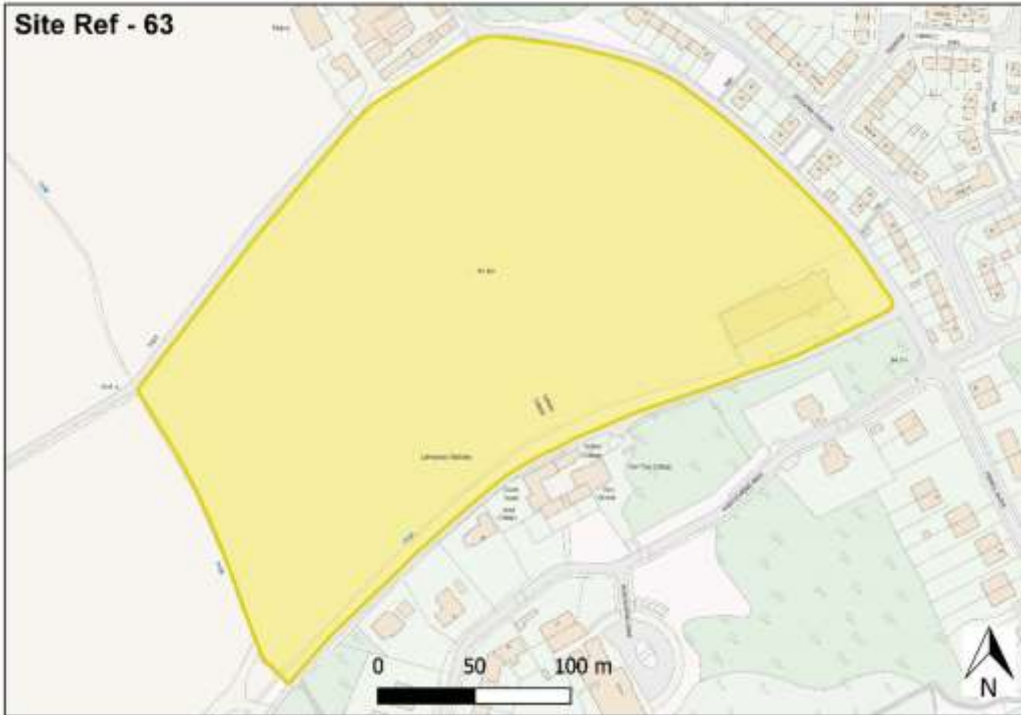
	prospective developer. High quality green infrastructure should form a key component of any development. In this context, impact is considered to be positive and negative, should development be undertaken in line with the recommendations made by SNH.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within the Coal Authority's development low risk area and there is therefore the potential that development would be impacted by former workings. The development would not result in the loss of important soil resources such as peatland or raised/intermediate bogs but would result in the loss of locally important good quality agricultural land. In overall terms, the environmental impacts of the development of this site are likely to have negative impacts on soil as a result of the low risk posed by historic mining and the loss of agricultural land.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from either fluvial or surface water flooding. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use. The site is not located adjacent to a bus route, however, a core path is immediately adjacent and the site is approximately 1km from Stewarton town centre. An existing bus stop is around 400m from the site. It is not unreasonable to assume that dedicated footpath could be created and linked to that of the adjacent development in order to allow inhabitants to walk into the centre of Stewarton. The impact of proposed development on overall air quality is therefore considered to be positive and negative as it is considered that the inhabitants would rely partly on car travel whilst also making use of active travel links. In overall terms, impacts are likely to be positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. The site is within the Central Scotland Green Network (CSGN) Neutral Grassland Hotspot. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space, resulting in a net loss for biodiversity. Impact is therefore considered to be negative.
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal of important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is not located adjacent to a bus route, however, a core path is immediately adjacent and the site is approximately 1km from Stewarton town centre. An existing bus stop is around 400m from the site. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.



<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site is not located in close proximity to historic assets such as listed buildings, conservation areas or scheduled monuments. However, the site borders Lainshaw Garden and Designed Landscape. This is a non-inventory designation. The site is therefore not of national importance but of local landscape importance. The development of the site could have potentially negative impacts on the setting and landscape character of this designation. In overall terms, impacts are likely to be negative, subject to appropriate mitigation.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on population by proliferating private car use. The impact of proposed development on population is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is not located adjacent to a bus route, however, a core path is immediately adjacent and the site is approximately 1km from Stewarton town centre. An existing bus stop is around 400m from the site. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on population should inhabitants make use of public transport/active travel links.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is on the Core Path plan and it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is likely that inhabitants will make use of private car journeys as a result of this relative isolation but equally likely that some will walk and make use of nearby public transport. Routes to Stewarton town centre are safe and via dedicated footpaths. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is not considered to have any significant climate resilience implications which would have a negative impact on human health. In overall terms, impacts on human health are considered 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>Negative</b>	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate

	resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Coal Authority Development Low Risk Area	Coal Authority Risk Assessment - <b>LOW-RISK</b>
		Prime Quality Agricultural Land - <b>YES</b> - Most of site in locally important good quality land- 3(2)
	Vacant and Derelict Land - <b>NO</b>	Contamination - <b>NO</b>
Water	No significant water/flooding issues	
Access	No access concerns - Relatively well connected.	
SNH comments	This site is out with the settlement boundary, however, appears to have been identified as a 'Future Housing Growth Area' in the current Plan. Development of this site would be a significant extension of the urban character, eroding the rural setting. If allocated, a masterplan approach should be taken to ensure cohesion both across the site and with existing and proposed development. A strong landscape framework should be provided, ensuring a robust and defensible settlement edge. Any housing should have a positive interface with the B778 and existing housing. We recommend incorporating green infrastructure into the design of the development, considering it from the outset of the design process.	
WWTW Capacity & Waste Water	Growth project underway at Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 <b>NO</b>		Homes for Scotland (Hfs) Member <b>NO</b>
MIR Overall Recommendation		
Positive/Negative	This site forms part of an already-identified Future Growth Area and, as such, has been identified as the most suitable direction in which expansion of Stewarton should proceed. Nevertheless, development would result in some use of the car as a result of the relative isolation of the site and would potentially result in a loss of biodiversity and locally important agricultural land.	
	SNH outline that, development of the site would be a significant extension of the urban character, eroding the rural setting. If allocated, a masterplan approach should be taken to ensure cohesion both across the site and with existing and proposed development. A strong landscape framework should be provided, ensuring a robust and defensible settlement edge. Any housing should have a positive interface with the B778 and existing housing. SNH recommend incorporating green infrastructure into the design of the development, considering it from the outset of the design process. In overall terms, impacts are therefore likely to both positive and negative.	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	63			
Settlement	Stewarton			
Address	Lainshaw Estate			
Description	The area in question is a greenfield site immediately out with the settlement boundary of Stewarton within the Rural Protection Area. The site has a planning history which relates to the proposed use.			
OS Grid Ref	NS4045SE			
Current Use	Agricultural land			
Proposed Use	Housing			
Use Description	Residential - 100 units			
Site Size	6.6ha			
Land type	Greenfield			
Source of Site	Gladman Developments			
Outside Settlement	Yes			
Allocations/Props	The site is located within the Rural Protection area and is not identified as a housing site in the current LDP.			
LDP Policies	RES2, RES4, RES6, RES7, RES8, RES10, RES12, RES13, TOUR3, IND3, OP1, OP2, TOUR1, TOUR2, RE1, RE2, RE5, ENV1, ENV2, ENV4, ENV8, ENV9, ENV11, ENV12, ENV13, ENV14			
Most Recent App	19/0002/PREAPP Proposed residential development, land of community use, access, landscaping and associated works.	Scope Agreed		
Planning History	19/0649/PPP - Withdrawn, 18/0005/PREAPP - Approved with Conditions, 18/0011/EIASCR - EIA not required, 19/0002/EIASCR - EIA not required, 19/0002/PREAPP - Scope agreed			

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as "Agricultural Lowland" (SNH 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. The site is located out with the settlement boundary, although it is surrounded by it on two sides thus minimising its landscape impact. The combined effect of the development of this site along side PIP site 70 and 62 would constitute a significant extension to the settlement, having significant negative impacts on landscape. This needs to be carefully considered. In overall terms, impacts on landscape are likely to be negative as it is a prominent site.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The site consists of non-calcareous gleys. The site is located on "Locally Important Good Quality" agricultural land and development on this site would result in the loss of this. The site is not subject to Potential Contamination Sources nor Coal Authority Development Risk. Impacts on soil are considered to be negative.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not located within a flood risk area nor is located within close proximity to rivers or any water bodies. Therefore, it is unlikely that development of the site will have significant negative impacts on the water environment. Impacts are neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, it is traversed by a Right of Way and there are Core Paths within walking distance which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, 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 protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines,

	it is traversed by a Right of Way and there are Core Paths within walking distance which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In terms of climate resilience, the development of the site poses no significant flood implications. In overall terms, impacts on climate are likely to be both positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	Site located within the Lainshaw Garden and Designed Landscape (non-inventoried). This site is not of national importance, but is a locally important landscape. The development of the site would result in the loss of this landscape within the site, with potentially detrimental impacts on the rest of the rest of the Garden and Designed Landscape. Lainshaw Woods Tree preservation order (TPO/8/1984) located adjacent to south of bounded site, and Lainshaw Mains Tree preservation order (TPO/6/1984) to the north. The B-listed Lainshaw Mains Farm and Lainshaw Stables are located immediately to the north and south of the site. Development in this site is likely to have an impact on these. In overall terms, the environmental impact on cultural heritage is likely to be negative, subject to appropriate mitigation. Negative impacts could be mitigated against should the development respect the setting of the building.
<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>	Access to the site would need to established north of the junction of David Dale Avenue and Fishers Grove which is a relatively small junction in relation to the amount of car usage and trips that are likely to be generated from development of the scale proposed on this site. There is a right of way which runs through the middle of the site and connects Montgomerie Drive to Lainshaw Farm. The site is within walking distance of core paths and public transport, being therefore integrated into said networks. Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, it is traversed by a Right of Way and there are Core Paths within walking distance which might promote active travel and public transport use. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts are likely to be both positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	As outlined above, the site is located within the Lainshaw Garden and Designed Landscape (non-inventoried) and within the Rural Protection Area, which might have beneficial health effects themselves. The site contains a Right of Way and is within reasonable walking distance of core paths and Stewarton town centre, which might encourage active travel. However, it is likely that residential population in this location would choose private car over other means of transport to access services. The site borders an area of low-high fluvial flood risk as a result of the Annick Water and Bridges Burn in the 1 in 200 year event. In terms of climate resilience, this colour be proliferated under a changing climate. In overall terms, impacts on human health are likely to be positive and negative.



Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil comments have been raised.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - YES - Locally important good quality-3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood risk comments have been raised.	
Access	Access to the site would require redesign of the intersection to accommodate the increased traffic volumes. The site is integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	This is a relatively large, sloping greenfield site which is out with the settlement boundary for Stewarton. Should this site be developed along with Sites 39 and 71, it would be a significant extension to the urban character of Stewarton. If allocated, we recommend a masterplan approach for this site and Sites 39 and 71 to ensure cohesion across all the sites as well as with existing development such as through active frontages. The existing landscape framework should be enhanced and proposals should ensure the provision of a robust settlement edge to prevent further erosion of the rural setting. Green networks should be considered from the outset of the design process, providing multifunction benefits and contributing to the wider green network. Proposals should also provide active travel connections which are integrated with the strategic network.	
Historic Environment Scotland comments	The site has listed buildings within their boundaries. We are content with the principle pf development on the basis that the listed building would be retained and that development would respect the setting of the building.	
WWTW Capacity & Waste Water	Growth project underway for Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO

## MIR Overall Recommendation

### Negative

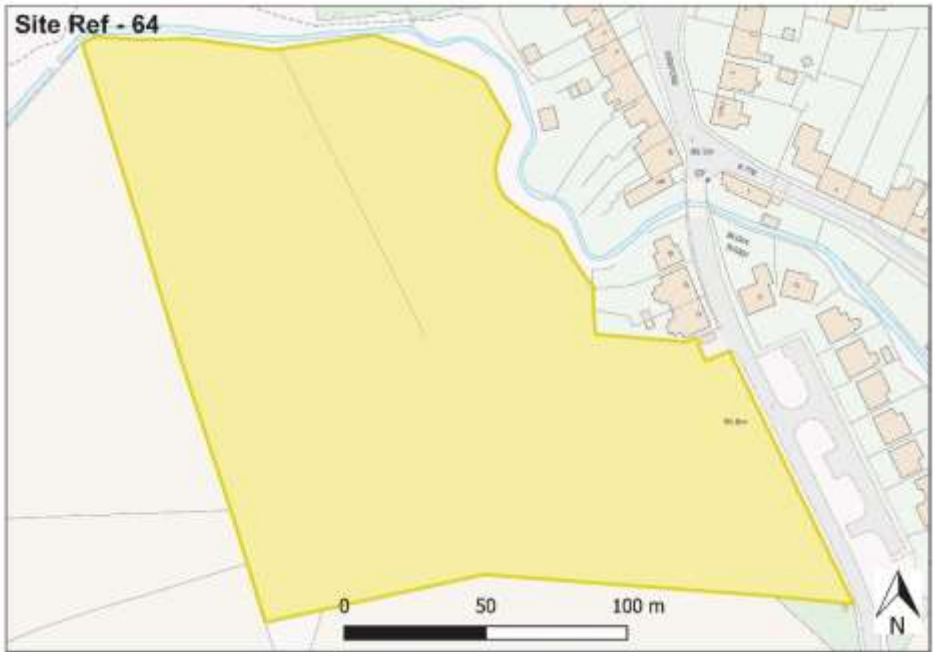
This is a greenfield site immediately out with the Stewarton settlement boundary. Development in this site would result in loss of prime quality agricultural land and cause severe impact on landscape, which is part of the Lainshaw Gardens and Designed Landscapes. There is no flood risk in the area nor areas of potential contamination nor Coal Authority Development Risk. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the Core Paths network and would be within reasonable walking distance of the town centre, the expected increased private car use would have an overall adverse impact on air quality and climate. This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported.

The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets.

In overall terms, the inclusion of this site are likely to have negative impacts.



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	64		
Settlement	Stewarton		
Address	Land at Low Peacockbank		
Description	The area in question is a greenfield site immediately out with the settlement boundary of Stewarton. The site is located within the Rural Protection Area. The site has no planning history.		
OS Grid Ref	NS4245SW		
Current Use	Water treatment lagoons associated with former mining activities		
Proposed Use	Housing		
Use Description	Residential - 60 units		
Site Size	3.3ha		
Land type	Greenfield		
Source of Site	Holder Planning		
Outside Settlement	Yes		
Allocations/Props	The site is located within the Rural Protection area and is not identified as a housing site in the current LDP.		
LDP Policies	RES2, RES4, RES6, RES7, RES8, RES10, RES12, RES13, TOUR3, IND3, OP1, OP2, TOUR1, TOUR2, RE1, RE2, RE5, ENV1, ENV2, ENV4, ENV8, ENV9, ENV11, ENV12, ENV13, ENV14		
Most Recent App	N/A		
Planning History	N/A		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The southern extent of the site is classified as "Agricultural Lowland" (SNH 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. The northern extent of the site is classified as "Lowland River Valleys – Ayrshire" (SNH Character type 68). Key characteristics of this classification is the predominantly pastoral farming character, incised and narrow river valleys, rich woodland, limited settlements and views tend to be enclosed. The site acts as a gateway to the settlement from the


	south. The site contributes to the setting of Cairnduff Hill to the south. In overall terms, it is considered that its development is likely to have negative impact.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The site is not subject to Potential Contamination Sources nor Coal Authority Development Risk. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or bogs. Impacts on soil are likely to be neutral.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is in close proximity to Bridges Burn and the Annick Water. The site borders an area of fluvial flood, however, is not subject to this risk itself. The site hosts a small area of surface water flooding, however, it is not considered to be significant and its impacts could be mitigated through appropriate design and layout. Therefore, it is unlikely that development of the site will have significant negative or positive impacts on the water environment. Impacts are therefore likely to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, and there are Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within reasonable walking distance of Stewarton town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. In overall terms, impacts are likely to be positive and negative.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	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. The site contribute to the green corridor, creating recreational spaces and habitat the removal of which could be adverse. It is considered that there are likely to be negative impacts on biodiversity, however, these are likely to be minor and not significant. As a precaution, impacts are considered to be negative, subject to appropriate mitigation (e.g. retention of trees, scrubs and hedgerows).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Positive/Negative</b>	Development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, and there are Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within reasonable walking distance of Stewarton town centre and its related services and retail. Albeit potentially reduced by the presence of active travel and public transport links, the impact of proposed development on overall air quality is considered to be adverse as it would increase the residential population in the rural area. The site borders an area of low-

	high fluvial flood risk as a result of the Annick Water and Bridges Burn in the 1 in 200 year event. In terms of climate resilience, this colour be proliferated under a changing climate. In overall terms, environmental impacts are likely to be positive and negative.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Neutral</b>	No historic built or natural environment features are located within the site and none are adjacent or would be affected by development. Impacts 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>Positive/Negative</b>	Access to the site would be provided from road C117 which is directly adjacent to the site. The site is within walking distance of core paths and public transport, being therefore integrated into said networks. Stewarton town centre and its associated services are within reasonable walking distance as well. Development in this site is likely to have negative impacts on air quality, and in turn population, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, and there are Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within reasonable walking distance of Stewarton town centre and its related services and retail. In overall terms, impacts are likely to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	Access to the site would be provided from road C117 which is directly adjacent to the site. The site is within walking distance of core paths and public transport, being therefore integrated into said networks. Stewarton town centre and its associated services are within reasonable walking distance as well. Development in this site is likely to have negative impacts on air quality, and in turn population, by proliferating private car use as a result of increasing the residential population of the area. However, the site is within walking distance (less than 400m) of bus stops servicing a range of lines, and there are Core Paths and Rights of Way within walking distance which might promote active travel and public transport use. The site is located within reasonable walking distance of Stewarton town centre and its related services and retail. In overall terms, impacts are likely to be 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>Negative</b>	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.



Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	No soil comments have been raised.	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood risk comments have been raised.	
Access	The site is accessible and integrated within public transport and core paths networks. No concerns have been raised regarding infrastructure provision and/or delivery constraints.	
SNH comments	<p>This is a greenfield site located out with the settlement boundary for Stewarton which is a gateway to the settlement from the south. The site contributes to the setting of Cairnduff Hill to the south.</p> <p>If allocated, housing should be integrated with existing development with active frontages onto the road as well as taking into consideration the setting of Cairnduff Hill. The landscape framework should be enhanced with the provision of a robust settlement edge, incorporating the semi-natural woodland on the southern edge. Proposals should maximise on the open space provision to the north of the site and contribute to the green/blue network. Active travel connections should be provided to connect development with the existing paths along Annick Water as well as to Cairnduff Hill.</p>	
WWTW Capacity & Waste Water	Growth project underway for Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements.	
Water supply	Sufficient capacity in current system.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member ASSOCIATE
MIR Overall Recommendation		
Negative	<p>This is a greenfield site immediately out with the Stewarton settlement boundary. Development in this site would result in impact on landscape. There is no flood risk in the area nor areas of potential contamination nor Coal Authority Development Risk. New residential units would most likely increase private car use and thus have a detrimental impact on the environment. While development in this site would be integrated within the Core Paths network and would be within reasonable walking distance of the town centre, the expected increased private car use would have an overall adverse impact on air quality and climate.</p> <p>The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets.</p> <p>In overall terms, the inclusion of this site are likely to have negative impacts.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	65	
Settlement	Stewarton	
Address	Land at Cutstraw Road Fields	
Description	The site in question is a large, sloping site of high landscape value, located to the east of Stewarton. The site is out with the settlement boundary and as such is located within the Rural Protection Area. The site is not allocated with the EALPD (2017).	
OS Grid Ref	NS4245NE	
Current Use	Vacant	
Proposed Use	Housing/Mixed Use	
Use Description	mixed use	
Site Size	12.5ha	
Land type	Greenfield	
Source of Site	Graham and Sibbald	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	14/0592/EB Overhead electricity line	Approved
Planning History	14/0592/EB - Approved	

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	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 site rises steeply to the north and SNH has stated that development of the site would result in significant adverse landscape and visual impacts. The development of this site would constitute a moderate extension to the settlement of Stewarton, having significant landscape impacts. In overall terms, environmental impacts are likely to be negative in nature.

<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive</b>	The soil within the site consists of non-calcareous gleys. The site contains a small area of contaminated land. The development of the site is likely to result in the removal and or treatment of contamination, having a positive impact on soil quality. 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. Should remediation of the contaminated portion of the site take place, environmental impacts are likely to be positive.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is bordered by Cuts Burn to the north. However, the site is not subject to fluvial flood risk. The site is subject to a very small area of low-high surface water flooding. This is not considered to be significant and could be mitigated through appropriate design and layout. In overall terms, impacts are considered to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on air quality by proliferating private car use. The site is located adjacent to a core path and is approximately 1.2km from Stewarton town centre. Whilst a core path, access to the site would be through a narrow road with no dedicated footpath, raising safety concerns. It is unlikely that this core path would be utilised. The site is in close proximity to an SPT bus route, as such, there is opportunity to connect the site an existing network. Impact of proposed development on overall air quality is considered to be largely negative as it is considered likely that the inhabitants would rely predominantly on car travel.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites, however, it forms part of the Central Scotland Green Network's (CSGN) Acid Grassland Network. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. Impact is therefore considered to be negative.
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is located adjacent to a core path and is approximately 1.2km from Stewarton town centre. Whilst a core path, access to the site would be via a narrow road with no dedicated footpath, the route has safety implications and it unlikely to be utilised. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely predominantly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have negative impacts on climatic factors due to the likely necessity to travel by car.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is somewhat isolated and located outside of recommended walking distance of Stewarton town centre. Whilst there is a Core Path adjacent to the site, there is no bus route and no bus stops. The site is in close proximity to existing public transport connections. as well as an active travel network. Impact is considered to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is on the Core Path plan and it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is extremely likely that inhabitants will make frequent use of private car journeys as a result of this relative isolation. The site also has no significant climate resilience implications. In overall terms, impacts on human health are considered to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	Partially constrained by contaminated land	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	No significant water/flooding issues	
Access	Site is isolated from the town with no suitable connections. Bus services out with walking distance.	

<b>SNH comments</b>	<p>This is a large, prominent and steeply sloping site which sits on the northern settlement edge from Cutstraw Road in the east, however, is out with the settlement boundary. It is located adjacent to Site 12 (see our comments relating to this site). Development of this site would result in significant adverse landscape and visual impacts, particularly from Cutsburn Brae from the north and from Cutstraw Road from the east. Both on its own and in accumulation with Site 12, development of this site would also present a significant extension of the urban setting and would set an unfortunate precedent for further erosion of the rural setting. We consider that this site should not be allocated in the Local Development Plan 2.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project underway for Stewarton WWTW. Scottish Water welcome early discussions with developers to discuss build out rates and establish growth requirements.	
<b>Water supply</b>	Capacity available but more detailed information needed on housing numbers and proposed non-domestic demand. Early engagement with Scottish Water required by submitting Pre-Development Enquiry.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>Development of this relatively inaccessible site would demonstrate an unsustainable precedent. The development of the site would result in an unacceptable adverse landscape impact and alongside climate and air quality through likely reliance on private cars. Impact is therefore considered to be negative.</p> <p>SNH state that this is a large, prominent and steeply sloping site which sits on the northern settlement edge from Cutstraw Road in the east. It's development would result in significant adverse landscape and visual impacts, particularly from Cutsburn Brae from the north and from Cutstraw Road from the east. Both on its own and in accumulation with Site 12, development of this site would also present a significant extension of the urban setting and would set an unfortunate precedent for further erosion of the rural setting. We consider that this site should not be allocated in the Local Development Plan 2.</p> <p>In overall terms, impacts are considered to be largely negative.</p>	

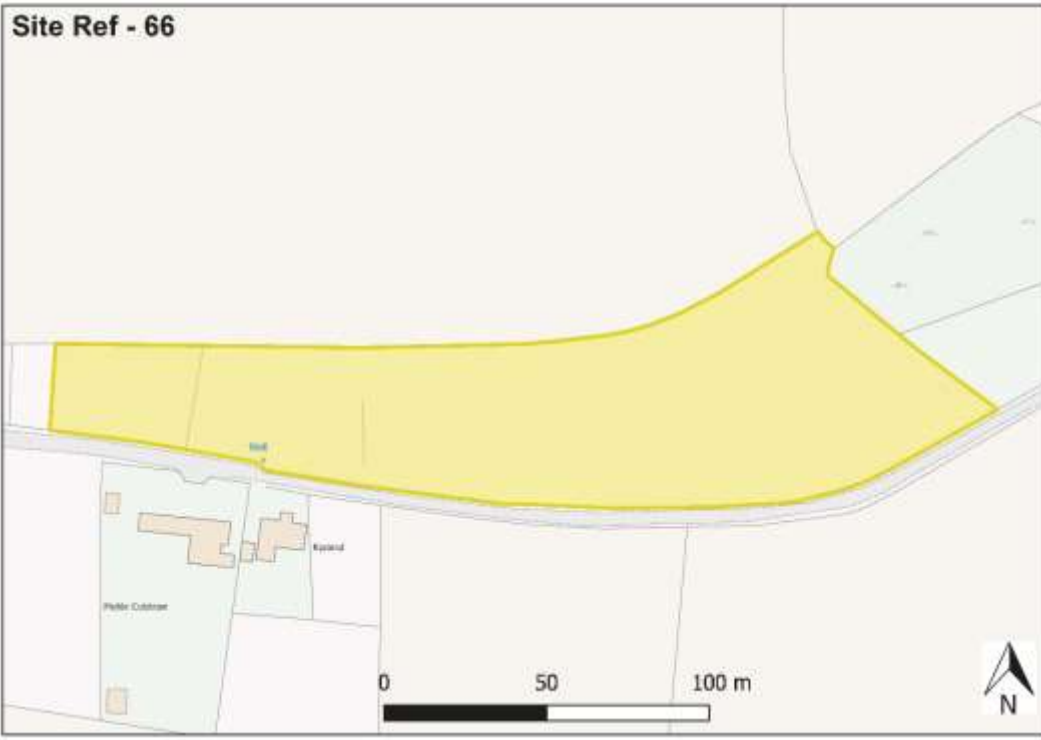




**Site 65 – Land at Cutstraw Road**



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	66																
Settlement	Stewarton																
Address	Cutstraw Road (land opposite Meikle Cutstraw)																
Description	The area in question is a small, narrow site immediately adjacent to a larger PIP site (65) to the north. The site is located off of Cutstraw Road. The site is out with the settlement boundary and is located with the Rural Protection Area. The site has no planning history.																
OS Grid Ref	NS4345NW																
Current Use	Agricultural land																
Proposed Use	Housing																
Use Description	Residential - 3-4 units																
Site Size	1.3ha																
Land type	Greenfield																
Source of Site	Rod Gilmour																
Outside Settlement	Yes																
Allocations/Props	Rural Protection Area																
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13																
Most Recent App	N/A																
Planning History	N/A																

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	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. There is a band of semi-natural woodland in south-west corner of site. The site rises steeply to the north and SNH has stated

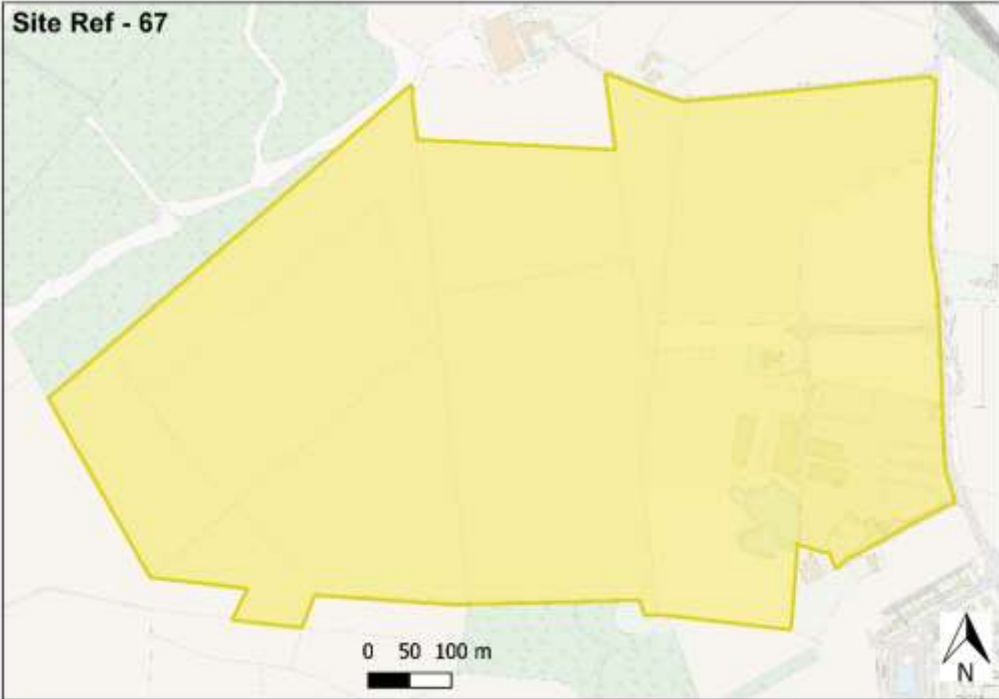
	that development of the site would result in significant adverse landscape and visual impacts. Impact is therefore considered to be negative in nature.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	Soil within the site consists of non-calcareous gleys. The development would not result in the loss of important soil resources such as prime agricultural land, carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have a neutral impact on soils.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from either fluvial or surface water flooding. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on air quality by proliferating private car use. The site is located adjacent to a core path and is approximately 1.2km from Stewarton town centre. Whilst a core path, access to the site would be through a narrow road with no dedicated footpath, raising safety concerns. It is unlikely that this core path would be utilised. The site is in close proximity to an SPT bus route, as such, there is opportunity to connect the site an existing network. Impact of proposed development on overall air quality is considered to be largely negative as it is considered likely that the inhabitants would rely predominantly on car travel.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space, resulting in a net loss for biodiversity. 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).
<b>Climate</b>	<i>Reduce greenhouse gas emissions and contribute towards improving East Ayrshire's resilience to climate change impacts</i>
<b>Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The site is located adjacent to a core path and is approximately 1km from Stewarton town centre. Whilst a core path, access to the site would be via a narrow road with no dedicated footpath. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely predominantly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have negative impacts on climatic factors due to the likely necessity to travel by car.

Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is somewhat isolated and located outside of recommended walking distance of Stewarton town centre. Whilst there is a Core Path adjacent to the site, there is no bus route and no bus stops. It therefore has no public transport connections yet access to an active travel network. Impact is considered to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is on the Core Path plan and it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is extremely likely that inhabitants will make frequent use of private car journeys as a result of this relative isolation. In overall terms, impacts on human health are considered to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	N/A	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No significant water issues	
Access	Access may be impeded as a result of the relative isolation of the site	

<b>SNH comments</b>	<p>This is a prominent site located out with the settlement boundary which defines the landscape setting and gateway to Stewarton from the east along Cutstraw Road. The site is disconnected from Stewarton and also contributes to the rural landscape setting of the wider area. There is a band of semi-natural woodland in south-west corner of site.</p> <p>On its own and particularly in combination with Site 21, development of this site would lead to a significant urban extension to Stewarton, adversely affecting the rural landscape setting. We also consider that development would also set an unfortunate precedent for further development to the east of Stewarton, resulting in incremental erosion of the rural setting.</p> <p>On the basis of the above, we consider that this site should not be allocated in the Local Development Plan 2.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	<p>Growth project underway for Stewarton WWTW. The proposed site is located a considerable distance from the public network. Any installation of network from site to the public sewers must be funded and carried out by developer. Scottish Water welcome early discussions with developers to discuss build out rates and establish growth requirements.</p>	
<b>Water supply</b>	<p>Sufficient capacity in current system.</p>	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>Development of this relatively inaccessible site would demonstrate an unsustainable precedent, would result in an unacceptable adverse landscape impact and would adversely impact climate and air quality through likely reliance on private cars. Impact is therefore considered to be negative.</p> <p>SNH outline that this is a prominent site that would set an unfortunate precedent for further development to the east of Stewarton, resulting in incremental erosion of the rural setting. On this basis SNH consider that this site should not be allocated in the Local Development Plan 2. The site is likely to have negative impacts on the material assets of Stewarton.</p> <p>In overall terms, impacts are likely to be largely negative.</p>	



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	67	
Settlement	Stewarton	
Address	Land to the north of Blackwood Plant Hire	
Description	The site is immediately adjacent to a current area of expansion in Stewarton and located on the A735 road to Dunlop. The site is out with the settlement boundary of Stewarton and is found within the Rural Protection Area.	
OS Grid Ref	NS4146NW	
Current Use	Vacant land- former reservoir	
Proposed Use	Housing	
Use Description	Masterplan for a country park, garden centre and business units supported by 25 houses	
Site Size	54.0ha	
Land type	Greenfield	
Source of Site	Alan Neish	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	19/0773/PP Change of use of part of building from Class 4 Business to Class 11 Leisure	Approved with Conditions
Planning History	11/0171/PP - Approved with Conditions, 11/0756/PP -Approved with Conditions, 12/0679/PP - Approved with Conditions, 13/0228/PP - Refused, 15/0002/PREAPP - Approved, 15/0005/EIASCR - Approved with Conditions, 15/0748/PP - Approved with Conditions, 16/0918/PP - Approved with Conditions, 16/0978/PP - Approved, 17/0196/PP - Approved with Conditions, 17/0253/PP - Approved with Conditions, 17/0609/PP - Approved, 17/0856/PP - Approved, 17/0891/PP - Approved, 18/0003/PREAPP - Approved, 18/0177/PP - Approved with Conditions, 18/0204/PP - Approved with Conditions, 18/0622/PP - Approved with Conditions, 19/0353/PP - Approved, 19/0354/PP - Withdrawn, 19/0494/PP - Refused, 19/0773/PP - Approved with Conditions	

## Strategic Environmental Assessment (SEA) Pro forma

<b>Landscape</b>	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
<b>Negative</b>	The site is classified as “Agricultural Lowland” (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. There is a band of native woodland immediately to the south of the site. SNH has stated that development of the site may be possible should a careful masterplan approach that respects the setting of the site should be adopted by any prospective developer. However, the site would constitute a significant extension to the settlement, having a negative impact on its character. In overall terms, impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys. There is a pocket of contaminated land (Ref 51930) in the vicinity of a former quarry on site. The development of the site would result in the removal and/or treatment of contaminated land, having a positive impact. The site falls within the Coal Authority’s development low risk area and there is therefore the potential that development would be impacted by former workings. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have positive and positive/negative impacts on soil should the pocket of contaminated land be remediated.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	A portion of the south-east of the site at the site of the disused Hillhousemuir Quarry is a low-medium-high risk of surface water flooding. However, it is not considered that this will be significant enough to have a detrimental impact, with mitigation possible through appropriate layout and design. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral on the basis of impacts not being significant.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre, encouraging the use of public transport. Access to the site would be via a footpath along the A735. The impact of proposed development on overall air quality is considered to be positive and negative as it is considered that the inhabitants would rely partly on car travel whilst also making use of active travel links.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites, however, it forms part of the Central Scotland Green Network (CSGN) Neutral Grassland Hotspots. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. 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).
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre. Access to the site would be via a footpath along the A735. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	There is a WoSAS SMR point in the south-east of the site. The development of the site could therefore have an adverse impact on this archaeological site/area.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre. Access to the site would be via a footpath along the A735. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a public footpath. Whilst the site is not within reasonable walkable distance to Stewarton town centre, it may be reached without major impediment. The development does have potential to support and contribute towards the SEA objective of improving human health through the provision of cycling and walking routes. The development of this site would not result in the loss of safeguarded open space within the settlement. The development of the site is likely to increase private car use which will have a negative impact on air quality and in turn, human health. The development of the site could result in the treatment and/or removal of contaminated land having a positive impact on human health. The site does not pose any significant climate resilience implications as a result of flood risk. In overall terms, impacts are likely to be both positive and negative.

Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	The site is located within the Coal Authority Low Risk area. Partially constrained by contaminated land.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - YES
Water	Flood constraints at former quarry at SE of site	
Access	The site is accessible and integrated within public transport and footpath networks.	
SNH comments	This is a large prominent and rising site which would be a significant extension to the urban area of Stewarton. We welcome the masterplan approach and we recommend that siting and layout are given careful consideration, ensuring that the residential units proposed are cohesive with existing and proposed development. Housing should have a positive interface with existing development and the A735 and proposals should provide a strong landscape framework. As this sites defines the settlement edge of Stewarton from the north along the A735, an appropriate gateway treatment should be provided. We recommend incorporating green infrastructure into the design of the development from the outset of the design process, contributing to the green network. This includes features such as SUDs and green roofs for example. The intention to create a country park is supported and we would be happy to provide advice on this. Active travel connections should be provided, contributing to the wider strategic network and providing connections to the town centre and railway station.	
WWTW Capacity & Waste Water	Growth project underway for Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements.	
Water supply	Capacity available depending on proposed units and non-domestic demand. More information needed. The site is located some distance away from public network- installation of network to connect site to public sewer to be funded and carried out by developer.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (Hfs) Member NO

## MIR Overall Recommendation

### Negative

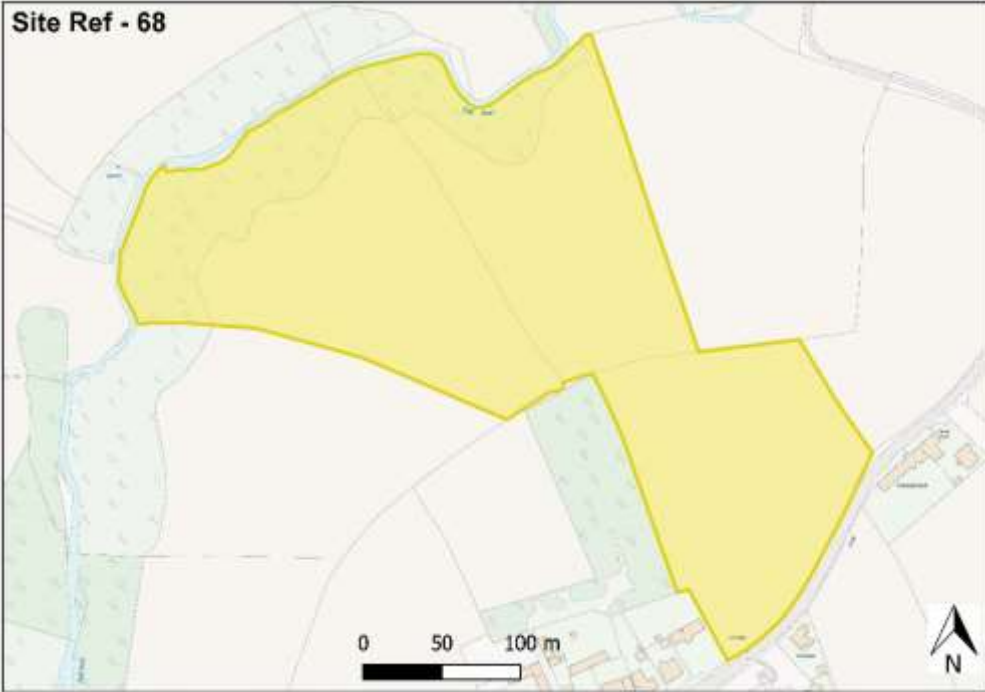
This site is adjacent to the settlement boundary, is close to existing bus stops/route and is capable of being both connected to existing footpaths. Despite the presence of some archaeological remains and small pockets of flood risk, the site may be developed in accordance with the advice of SNH in order to achieve a high quality masterplan. However, this is a prominent site and its development would constitute a significant extension to the settlement, having significant negative impacts on landscape character.

The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development of the site could have some positive environmental impacts, such as the removal and/or treatment of contaminated land.

It is considered that the impacts would largely be negative.



## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	68	
Settlement	Stewarton	
Address	Land at Holmhead Farm, Old Glasgow Road	
Description	The area in question is a sharply sloping site immediately to the north-east of the settlement boundary of Stewarton. The site is bordered to the north by East Burn, a tributary of the Annick Water and by Old Glasgow Road (B769) to the south.	
OS Grid Ref	NS4246NE	
Current Use	Single brick garage and storage sheds	
Proposed Use	Housing	
Use Description	Residential	
Site Size	7.7ha	
Land type	Greenfield	
Source of Site	Mr. Paul McLaughlin	
Outside Settlement	Yes	
Allocations/Props	Rural Protection Area	
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13	
Most Recent App	14/0592/EB Overhead electricity line	Approved
Planning History	14/0592/EB - Approved	

## Strategic Environmental Assessment (SEA) Pro forma

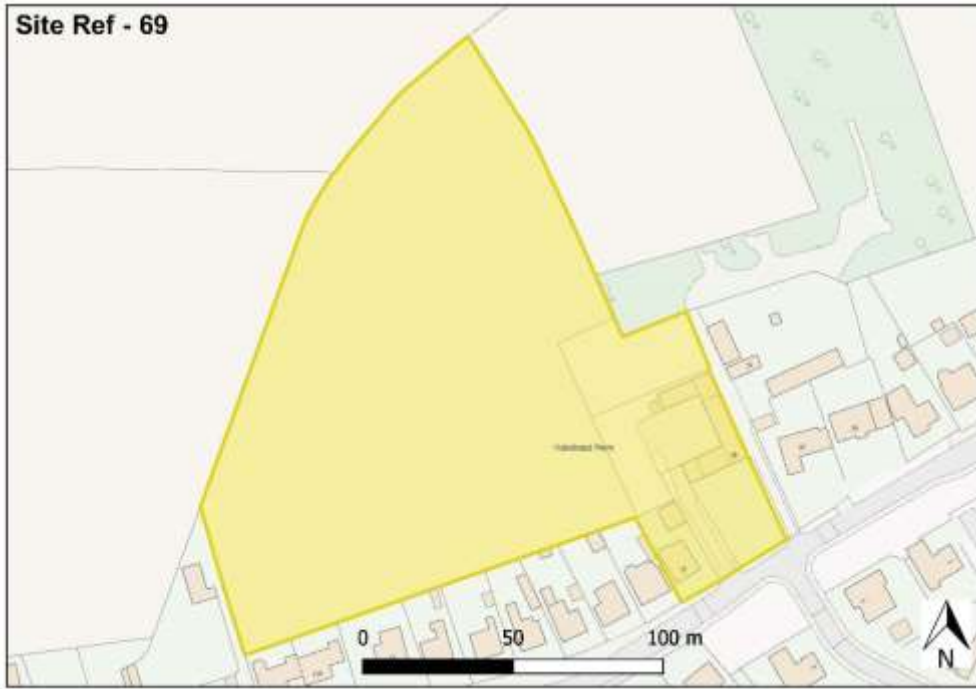
Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	The site is classified as "Agricultural Lowland" (character type 66). Key characteristics of this classification is the predominantly pastoral cover, settlements with a historic car and a network of major roads which conflict with the rural character and presence of heavy traffic. SNH has stated, that development of the southern portion of the site may be possible should a careful masterplan approach that respects the setting of the site should be adopted by any prospective developer. In this context, negative impacts is are likely to be reduced, should development be undertaken in line with the recommendations made by SNH. However, it is considered that the

	development of the site would alter the appearance of rural setting of Stewarton, eroding the landscape character and setting of the settlement. In overall terms, impacts are likely to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within the Coal Authority's development low risk area and there is therefore the potential that development would be impacted by former workings. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have negative impacts on soil as a result of the low risk posed by historic mining. Negative impacts could be alleviated through consultation and appropriate mitigation.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	A portion of the north-east of the site is at risk of fluvial flooding. However, it is considered that this area is small and not significant enough to have a detrimental impact, with mitigation possible through appropriate layout and design. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral, subject to appropriate mitigation.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use. The site is not located adjacent to a bus route or core path approximately 1.2Km from Stewarton town centre. Nevertheless, there is a dedicated footpath adjacent to the site and it is possible to walk into the centre of Stewarton. The impact of proposed development on overall air quality is therefore considered to be positive and negative as it is considered that the inhabitants would rely partly on car travel whilst also making use of active travel links.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space, resulting in a net loss for biodiversity. 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).
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is not located adjacent to a bus route or core path and is approximately 1.2Km from Stewarton town centre. Nevertheless, there is a dedicated footpath adjacent to

	the site and it is possible to walk into the centre of Stewarton. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is somewhat isolated and located outside of recommended walking distance of Stewarton town centre. There is no bus route and no bus stops, although there is a dedicated footpath. It therefore has no public transport connections yet access to an active travel network. Impact is considered to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is not served by public transport, however, it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is likely that inhabitants will make frequent use of private car journeys as a result of this relative isolation. In overall terms, impacts on human health are considered to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	The site is located within the Coal Authority Low Risk and High Risk areas.	Coal Authority Risk Assessment - HIGH/LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	

<b>Access</b>	The site is accessible and integrated with footpath networks. No public transport options in the vicinity.	
<b>SNH comments</b>	<p>This is a prominent and rising site located out with the settlement boundary of Stewarton and it appears that the northern pocket in particular being physically and visually detached from the settlement. The greenfield site defines the northern edge of the settlement from the north-east along the B769. It contributes to the rural setting of the surrounding area and would set a precedent for further development to the north east north of the B769.</p> <p>We consider that development of this site would have significant adverse landscape and visual impacts. However, there may be capacity for development in the southern section following detailed assessment. Should the site be allocated, a masterplan approach is recommended to ensure appropriate siting and layout as well as ensure cohesion with existing development and the character and setting of the area. A suitable landscape framework should also be provided.</p>	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project underway for Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements. Bottom of section of site served by waste water network however remainder of site is not served- installation of network may be required- funded and carried out by developer. A trunk mains runs along B769 and cuts into southern part of site- early engagement with Scottish Water required to determine stand off distances required prior to commencing works on site.	
<b>Water supply</b>	Capacity may be available depending on proposed demand. More information needed. Bottom section of site served by a water network however remainder of site is not served by a water network- installation of network may be required- funded and carried out by developer.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>This site is adjacent to the settlement boundary and existing footpaths, however, there are no public transport options and Stewarton town centre is around 1km away. Development of the northern part of the site would have a significant adverse impact on landscape, however, SNH has suggested that the southern part of the site may be developed subject to careful siting and layout. However, this is a prominent site and its development would constitute a significant extension to the settlement, having significant negative impacts on landscape character.</p> <p>The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development of the site could have some positive environmental impacts, such as the removal and/or treatment of contaminated land.</p> <p>However, it is considered that the impacts would largely be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	69		
Settlement	Stewarton		
Address	Land at Old Glasgow Road.		
Description	The area in question is a small sloping site immediately to the north of the Stewarton settlement boundary. The site is partially contained within the settlement boundary. The site is partially within the Rural Protection Area.		
OS Grid Ref	NS4246NE		
Current Use	Farm steading and agricultural land		
Proposed Use	Housing		
Use Description	Residential		
Site Size	2.1ha		
Land type	Greenfield		
Source of Site	Jim McLaughlan		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13		
Most Recent App	99/0292/FL Proposed Erection Of A Conservatory.		
Planning History	99/0292/FL - Approved		
	Approved		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	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. SNH has stated that there may be capacity for development following detailed assessment. Impact on landscape is therefore considered to be neutral. The site is modest in scale, however, it is considered that its development would still alter and



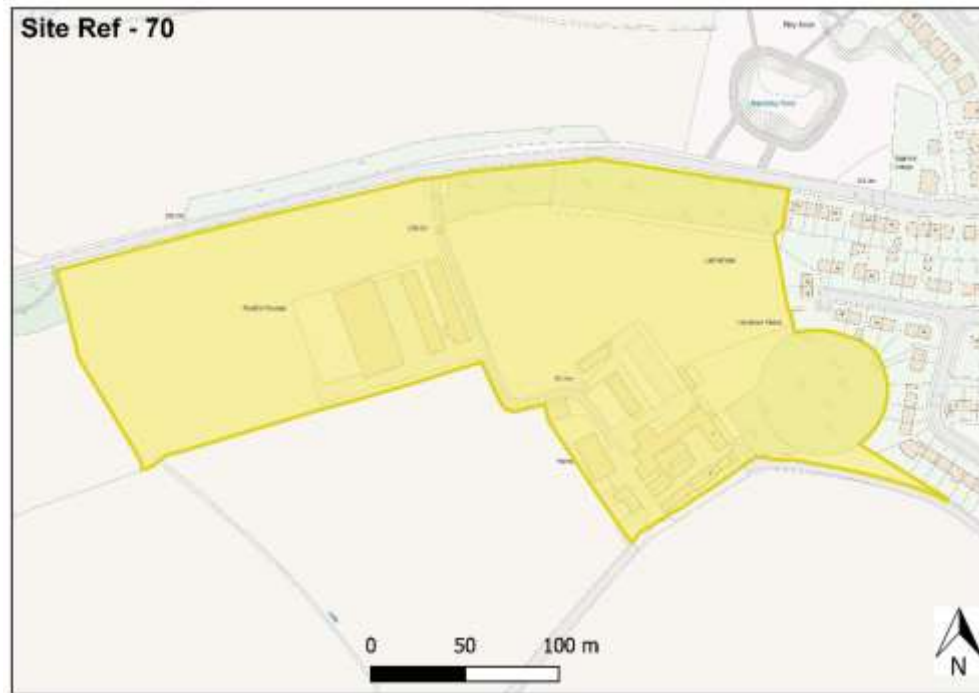
	erode the rural landscape of the surrounding setting. As a precaution, impacts are considered to be negative, subject to appropriate mitigation.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Positive/Negative</b>	The soil within the site consists of non-calcareous gleys. The site falls within the Coal Authority's development low risk area and there is therefore the potential that development would be impacted by former workings. The development would not result in the loss of important soil resources such as prime agricultural land, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have positive and positive/negative impacts on soil as a result of the low risk posed by historic mining.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from either fluvial or surface water flooding. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use. The site is not located adjacent to a bus route or core path approximately 1Km from Stewarton town centre. Nevertheless, there is a dedicated footpath adjacent to the site and it is possible to walk into the centre of Stewarton. The impact of proposed development on overall air quality is therefore considered to be positive and negative as it is considered that the inhabitants would rely partly on car travel whilst also making use of active travel links.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space, resulting in a net loss for biodiversity. 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. As a precaution, impacts are considered to be negative, subject to appropriate mitigation. 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).
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is not located adjacent to a bus route or core path and is approximately 1Km from Stewarton town centre. Nevertheless, there is a dedicated footpath adjacent to the site and it is possible to walk into the centre of Stewarton. The development of the site, is not considered to have a detrimental

	impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.	
Cultural Heritage	Protect and enhance the historic built and natural environment	
Neutral	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.	
Population	Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations	
Positive/Negative	The site is somewhat isolated and located outside of recommended walking distance of Stewarton town centre. There is no bus route and no bus stops, although there is a dedicated footpath. It therefore has no public transport connections yet access to an active travel network. Impact is considered to be positive and negative.	
Human Health	To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities	
Positive/Negative	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is not served by public transport, however, it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is likely that inhabitants will make frequent use of private car journeys as a result of this relative isolation. In overall terms, impacts on human health are considered to be both positive and negative.	
Material Assets	Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner	
Negative	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	The site is located within the Coal Authority Low Risk area.	Coal Authority Risk Assessment - LOW-RISK
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	

<b>Access</b>	The site is accessible and integrated with footpath networks. No public transport options in the vicinity.	
<b>SNH comments</b>	This greenfield site is located out with the settlement boundary of Stewarton, directly north of the housing on Old Glasgow Road / B769. It appears to be a sloping site, however, there may be capacity for development following detailed assessment. Should the site be allocated, the landscape framework should be strengthened to ensure a robust settlement edge. The site is modest, and its development would not be considered to have a significant negative impact on landscape as a result. However, as outlined above, it is considered that the development of the site would put additional pressure on	
<b>WWTW Capacity &amp; Waste Water</b>	Growth project underway for Stewarton- Scottish Water welcomes early discussions with developers to discuss build out rates and establish growth requirements.	
<b>Water supply</b>	Capacity available depending on proposed units. More information needed.	
<b>Housing Land Audit (HLA) 2019 NO</b>		<b>Homes for Scotland (HfS) Member NO</b>
<b>MIR Overall Recommendation</b>		
<b>Negative</b>	<p>This site is adjacent to the settlement boundary and existing footpaths, however, there are no public transport options and Stewarton town centre is around 1km away.</p> <p>SNH has suggested that there may be scope for development following careful and detailed assessment. Due to the modest scale of the site, it is not considered that its development would have a significant negative impact on landscape character. However, as outlined above, it is considered that the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. As a result, it is considered that the impacts would largely be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	70
Settlement	Stewarton
Address	Land at Lainshaw Mains Farm
Description	The area is a greenfield site in immediately to the south of Future Growth Area 4 (FGA4) immediately adjacent to recent new housing development in Stewarton. The site is out with the settlement boundary and contained within the Rural Protection Area.
OS Grid Ref	NS4045NE
Current Use	Agricultural land
Proposed Use	Housing
Use Description	Residential - 90 units
Site Size	5.2ha
Land type	Greenfield
Source of Site	Alex Forsyth
Outside Settlement	Yes
Allocations/Props	Rural Protection Area
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13
Most Recent App	16/0697/PP Erection of general purpose agricultural storage shed
Planning History	99/0814/TP - Approved with Conditions, 16/0697/PP - Approved with Conditions



## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	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. SNH has recommended that development proposals have a masterplan approach to ensure that development is cohesive with existing and proposed development. SNH states that housing should have a positive interface with Kilwinning Road

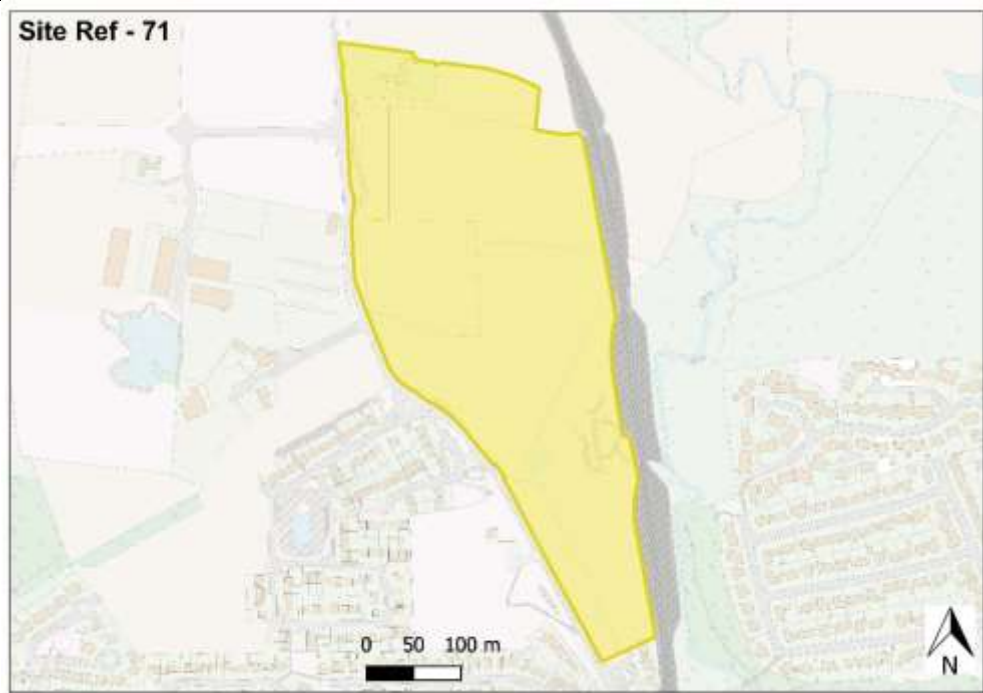
	and existing development to the east. They also recommend that the landscape framework is strengthened, incorporating the semi-natural woodland along the northern edge and in the east into the design of the development. The site does however form part of a Garden and Designed Landscape and impact is therefore considered to be negative.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Negative</b>	The soil within the site consists of non-calcareous gleys. The development would result in the loss of prime agricultural land but not peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have negative impacts on soil through the loss of locally important agricultural land.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from either fluvial or surface water flooding. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on air quality by proliferating private car use. The site is however located adjacent to a core path and is approximately 1km from Stewarton town centre. There is a dedicated footpath starting on Kilwinning Road and it is therefore possible to safely walk into the centre of Stewarton. The impact of proposed development on overall air quality is considered to be positive and negative as it is considered likely that the inhabitants would rely partly on car travel.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or 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. As a precaution, impacts are considered to be negative, subject to appropriate mitigation. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space, resulting in a net loss for biodiversity. Impacts are therefore considered to be positive/negative. 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).
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. However, the site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is located adjacent core path but not a bus route and is approximately 1km from Stewarton town centre. Nevertheless, there is a dedicated footpath close to the site that it is possible to extend and it is possible to walk into the centre of Stewarton, having potentially positive



	impacts on climatic factors. The development of the site, is not considered to have a detrimental impact on flood risk, and in turn, on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.
<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	The site falls within the Lainshaw Garden and Designed Landscape (non-inventory). Non-inventory sites are not of national importance, however, they are of local importance. The development of the site could therefore have an adverse impact on the landscape, developing a large area within the landscape and detrimentally affecting the landscape character of the rest of the site. In overall terms, impacts 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 site is somewhat isolated and located outside of recommended walking distance of Stewarton town centre. There is no bus route and no bus stops, although there is a dedicated footpath on the Core Path plan. It therefore has no public transport connections yet access to an active travel network. Impact is considered to be positive and negative.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The development of this site is likely to have both a positive and negative impact on air quality, greenhouse gas emissions, and in turn, human health. The site is on the Core Path plan and it is possible to walk to Stewarton town centre and services there, albeit out with recommended 400m walking distance. It is extremely likely that inhabitants will make frequent use of private car journeys as a result of this relative isolation. In overall terms, impacts on human health are considered 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>Negative</b>	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.

Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	N/A	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - YES - Locally important good quality- 3(2)
	Vacant and Derelict Land - NO	Contamination - NO
Water	The site is accessible with opportunities to link the site with existing networks and routes. No concerns have been raised regarding significant infrastructure provision and/or delivery constraints.	
Access	The site is immediately adjacent to and capable of being connected to the footpath network. Public transport connections nearby.	
SNH comments	This site sits directly west of the settlement edge of Stewarton. It does, however, appear the current Local Development Plan has identified the area to the north of the site as a Future Housing Growth Area. Development proposals should have a masterplan approach to ensure that development is cohesive with existing and proposed development. Housing should have a positive interface with Kilwinning Road and existing development to the east. We recommend that the landscape framework is strengthened, incorporating the semi-natural woodland along the northern edge and in the east into the design of the development. If allocated, there is an opportunity to enhance the gateway to the settlement and provide a robust settlement edge.	
WWTW Capacity & Waste Water	Growth project underway at Stewarton WWTW- Scottish Water welcome early discussions with Developers to discuss build out rates and establish growth requirements. Existing water and waste water infrastructure runs through the site. Early engagement with Scottish Water required to determine any stand off distances required prior to commencing works on site.	
Water supply	Capacity available depending on proposed units. More information needed.	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO
MIR Overall Recommendation		
Negative	<p>The development of this site may be undertaken if it is done so using a carefully considered masterplan, however, the site falls within the Lainshaw Garden and Designed Landscape and it is likely that further expansion in this area would set an undesirable precedent. The site is located on a core path but not in the vicinity of public transport and Stewarton town centre is not within recommended 400m walking distance. This is a prominent site and its development would constitute a significant extension to the settlement, having significant negative impacts on landscape character.</p> <p>The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development of the site could have some positive environmental impacts, such as the removal and/or treatment of contaminated land. However, it is considered that the impacts would largely be negative.</p>	

## Strategic Environmental Assessment (SEA) Pro forma

MIR Site Ref	71		
Settlement	Stewarton		
Address	Land to the east of the A735 Dunlop Road, Stewarton		
Description	The area in question is a greenfield site in immediately to the north of the settlement boundary with a prominent castle ruin at its southern extremity. The site is within the Rural Protection Area.		
OS Grid Ref	NS4146NE		
Current Use	Part of site designated as residential		
Proposed Use	Housing		
Use Description	Residential		
Site Size	11.9ha		
Land type	Greenfield		
Source of Site	Derek Scott		
Outside Settlement	Yes		
Allocations/Props	Rural Protection Area		
LDP Policies	OP1 OP2 TOUR 1 TOUR 2 RE1 RE2 RE5 ENV 1 ENV 2 ENV 8 ENV 9 ENV 11 ENV 12 ENV 13 ENV 14 RES 2 RES 4 RES 6 RES 7 RES 8 TOUR 3 IND 3 RES 10 RES 12 RES 13		
Most Recent App	07/0494/FL The Conversion And Extension Of Existing Farm Outbuilding To Form A Dwellinghouse And Formation Of Vehicular Access To Highway Including Closure Of Existing Vehicle Access	Approved with Conditions	
Planning History	03/0948/OL - Refused, 07/0494/FL - Approved with Conditions.		

## Strategic Environmental Assessment (SEA) Pro forma

Landscape	<i>To protect, and where appropriate, restore landscape, local distinctiveness and areas of value</i>
Negative	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. SNH has recommended that development proposals have a masterplan approach to ensure that development is cohesive with

	existing and proposed development. Whilst visual impact would be considerable, it is considered that development would have a lesser impact should a considerate masterplan approach be taken. However, despite this it is considered that the development would have net negative impacts on the landscape.
<b>Soil</b>	<i>To protect and improve soil and land resources</i>
<b>Neutral</b>	The soil within the site consists of non-calcareous gleys. The development would not result in the loss of prime agricultural land, carbon rich soils, peatland or raised/intermediate bogs. In overall terms, the environmental impacts of the development of this site are likely to have neutral impacts on soil.
<b>Water</b>	<i>To manage flood risk &amp; safeguard the water environment from degradation</i>
<b>Neutral</b>	The site is not at risk from either fluvial or surface water flooding. Development of the site is therefore unlikely to have any positive or negative impacts on the water environment and impact is considered to be neutral.
<b>Air</b>	<i>To prevent deterioration, and where possible, enhance air quality</i>
<b>Positive/Negative</b>	Development of this site is likely to have some negative impacts on air quality by proliferating private car use. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 600m from Stewarton town centre. Access to the site would be via a footpath along the A735. The impact of proposed development on overall air quality is considered to be positive and negative as it is considered that the inhabitants would rely partly on car travel whilst also making use of active travel links.
<b>Biodiversity, Flora &amp; Fauna</b>	<i>Conserve and enhance local biodiversity, including both statutory and non-statutory designations and protected species through the retention and provision of habitat and connectivity</i>
<b>Negative</b>	The site is not subject to or in close proximity to any designated or safeguarded sites, however, it forms part of the Central Scotland Green Network Acid Grassland Network. Whilst development could potentially contribute positively to the creation of new amenity green space on open farmland, use of the majority greenfield site would result in the loss of open green space as well as natural habitats, resulting in a net loss for biodiversity. 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).
<b>Climate</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 this site is likely to have negative impacts on greenhouse gas emissions and therefore on climate by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre. Access to the site would be via a footpath along the A735. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on climatic factors should inhabitants make use of public transport/active travel links.

<b>Cultural Heritage</b>	<i>Protect and enhance the historic built and natural environment</i>
<b>Negative</b>	There is a WoSAS SMR point in the south-east of the site including the prominent remains of Corsehill Castle (B listed). The development of the site could therefore have an adverse impact on this archaeological site/area and is considered to be negative. In accordance with HES's comments, negative impacts could be mitigated against should the development respect the setting of the building.
<b>Population</b>	<i>Ensure development is sustainably located and integrated into existing networks and maximise opportunities for rural populations</i>
<b>Positive/Negative</b>	Development of this site is likely to have negative impacts on greenhouse gas emissions, and therefore on air quality and in turn population, by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre. Access to the site would be via a footpath along the A735. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on population should inhabitants make use of public transport/active travel links.
<b>Human Health</b>	<i>To promote and improve the health of the human population through the creation of good quality places with resilient and safe communities</i>
<b>Positive/Negative</b>	The site is in close proximity to a public footpath. Whilst the site is not within reasonable walkable distance to Stewarton town centre, it may be reached without major impediment. The development does have potential to support and contribute towards the SEA objective of improving human health through the provision of cycling and walking routes. The development of this site would not result in the loss of safeguarded open space within the settlement. Development of this site is likely to have negative impacts on greenhouse gas emissions, and therefore on air quality and in turn human health, by proliferating private car use. The impact of proposed development on overall air quality is considered to be negative as it is considered likely that the inhabitants would rely partly on car travel. The site would not result in the removal important resources such as carbon rich soils and peatland, which help to address climate change and store water, minimising flood risk. The site is however located adjacent to a bus route with services on the Kilmarnock to Beith route and is approximately 800m from Stewarton town centre. Access to the site would be via a footpath along the A735. The development of the site, is not considered to have a detrimental impact on flood risk, and such, it is not considered to have a detrimental impact on climate resilience. In overall terms, the development of this site is likely to have both positive and negative impacts on human health should inhabitants make use of public transport/active travel links.
<b>Material Assets</b>	<i>Manage, maintain and promote the efficient and effective use of material assets in a sustainable manner</i>
<b>Negative</b>	This is a greenfield site out with the settlement boundary within the Rural Protection area, therefore development is generally not supported. The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets.



	The development in this site is likely to have negative impacts on air quality by proliferating private car use as a result of increasing the residential population of the area, with implications for health and population. Although, the site is accessible, integrated into existing active travel and public transport networks, it is considered that impacts on material assets are largely negative. It is noted that the site has no significant climate resilience implications in terms of flood risk. In overall terms, impacts on material assets are likely to be significantly and largely negative.	
Services, Infrastructure Capacity, Deliverability and Sustainability Constraints		
Soil	N/A	Coal Authority Risk Assessment - N/A
		Prime Quality Agricultural Land - NO
	Vacant and Derelict Land - NO	Contamination - NO
Water	No flood constraints.	
Access	The site is accessible and integrated within public transport and footpath networks.	
SNH comments	<p>This is a relatively large, prominent site located out with the settlement boundary of Stewarton which would be a significant extension to the settlement. It defines the eastern edge of the settlement from the north along the A735. We note that the site opposite on the west side of the A735 was allocated for housing in the current Local Development Plan and appears to be under construction. There is also a site to the north-east proposed for development which would result in a significant expansion to the urban area along the A735.</p> <p>If allocated, we consider that a masterplan approach would be appropriate to ensure cohesion across the site and with existing and proposed development. An appropriate landscape framework should be demonstrated by proposals and consideration should be given to siting and layout. Housing should have a positive interface with the road and existing development. The site presents the opportunity to enhance the gateway into the settlement and provide a robust settlement boundary. There are also opportunities to enhance the green network, incorporating multifunctional green infrastructure into the design of the development from the outset. Integrated active travel connections should also be provided, linking in with the wider strategic network.</p>	
HES comments	The site has 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.	
WWTW Capacity & Waste Water	N/A	
Water supply	N/A	
Housing Land Audit (HLA) 2019 NO		Homes for Scotland (HfS) Member NO

## MIR Overall Recommendation

### Negative

This site is adjacent to the settlement boundary, is close to existing bus stops/route and is capable of being both connected to existing footpaths. The site may be developed in accordance with the advice of SNH in order to achieve a high quality masterplan, taking careful consideration of the setting of the ruined castle on site.

SNH outline that the site is a relatively large, prominent site located out with the settlement boundary of Stewarton which would be a significant extension to the settlement. It defines the eastern edge of the settlement from the north along the A735. If allocated, SNH consider that a masterplan approach would be appropriate to ensure cohesion across the site and with existing and proposed development. An appropriate landscape framework should be demonstrated by proposals and consideration should be given to siting and layout.

The MIR also outlines the development constraints experienced in Stewarton, the addition of this site is likely to be significant pressure on existing facilities (including educational facilities), health amenities, services and the road infrastructure which are all considered to be at capacity, having a significant negative impact on material assets. The development of the site could have some positive environmental impacts, such as the removal and/or treatment of contaminated land.

However, it is considered that the impacts would largely be negative.