

**THE TOWN AND COUNTRY PLANNING ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017
SCOTTISH GOVERNMENT CIRCULAR 1/2017**

**RESPONSE OF SOUTH AYRSHIRE COUNCIL TO A REQUEST FOR A SCREENING OPINION SUBMITTED UNDER
THE TOWN AND COUNTRY PLANNING ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2017
THE PROPOSED DEVELOPMENT SITE IS LOCATED AT LAND BETWEEN MAIN STREET AND STATION ROAD, MONKTON**

The proposal concerns the use of the land as a zone for community/commercial uses and the provision of a proposed link road which would connect Station Road with Main Street, Monkton.

The proposal is Schedule 2 development under the terms of the above regulations (falling within 10(a)) and must therefore be screened in order to determine whether the proposal constitutes 'EIA development'.

This determination is referred to as a '**screening opinion**'. In each case, the basic question to be asked is: 'would this particular development be likely to have significant effects on the environment?'

For many types of development, perhaps the majority, it will be necessary to consider the characteristics of the development in combination with its proposed location in order to identify the potential for interactions between a development and its environment and therefore determine whether there are likely to be significant environmental effects. In determining whether a particular development is likely to have such effects, the Council has taken account of the selection criteria in Schedule 3 to the Regulations (reproduced at Annex A to Circular 1/2017). Three categories of criteria are listed:-

- Characteristics of the development
- Location of the development
- Characteristics of the potential impact

Consideration of the third of these categories is designed to help in determining whether any interactions between the first two categories (i.e. between a development and its environment) are likely to be significant.

The content of this checklist meets the requirements of the Town and Country Planning (Environment Impact Assessment) (Scotland) Regulations 2017 – Schedule 3 selection criteria for screening Schedule 2 development.

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
1. Characteristics of the Development			
(a) Scale of the development			
Will the development be out of scale with the existing environment?	No	The proposed site is bound by Prestwick Airport and existing residential properties at Station Road and Main Street, Monkton. It is considered that the proposed	

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
		development would not be out of scale with the existing environment.	
Will it lead to further consequential development or works (e.g. new roads, extraction of aggregate, generation or transmission of power)?	No	The proposal includes the formation of a new road between Main Street and Station Road, Monkton. It is considered that no consequential works are expected as a result of the proposed development.	
(b) Cumulation with other development			
Are there potential cumulative impacts with other existing development or for proposed development in the planning system?	Yes	The site is located close to other sites within Monkton that are allocated in the LDP for residential and industrial/business purposes. The proposed development together with other potential developments may result in cumulative impacts.	It is considered that any cumulative impacts with potential developments located within the vicinity of the proposed application are unlikely to be of a significant nature.
Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	No		
(c) Use of natural resources			
Will construction or operation of the development use natural resources i.e. land (especially undeveloped or agricultural land)? <ul style="list-style-type: none"> • water or fisheries? • minerals or aggregates? • agriculture, forests and timber? • energy including electricity and fuels? • any other resources? 	Yes	The proposed development will utilise land which is currently undeveloped.	Proposals to develop on land which is currently undeveloped is not considered sufficient for the purposes of giving rise to 'significant' effects under the terms of the EIA Regulations. The proposed use is similar to that of neighbouring uses.
(d) Production of waste			
Will the development produce wastes during construction or operation or decommissioning?	Yes	As with most construction processes, the production of waste is inevitable.	No significant effects in this regard.

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
(e) Pollution and nuisances			
Will the development cause noise and vibration or release of leachates, light, heat energy or electromagnetic radiation during construction or operation or decommissioning?	Yes	There will be noise and vibration as a result of construction works and operation of the proposed link road.	The noise and vibrations associated with the site are not considered to be significant within the context of surrounding area which includes Prestwick Airport.
(f) Risk of accidents, having regard in particular to substances technologies used			
Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment?	Yes	The site would be developed and as such risk of accidents would exist.	Safety within the site during construction and operation should be managed by contractors/operators.
(g) Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc) from construction, operation or decommissioning of the development			
<ul style="list-style-type: none"> permanent or temporary change in land use, landcover or topography including increases in intensity of land use? 	Yes	The site is currently undeveloped and as such the formation of a road linking Station Road with Main Street will result in a permanent change. In addition the commercial/community use that is proposed, although undefined at this stage, will result in construction work and the permanent change in the landcover.	The proposed change of use of the land in question will require to be supported by appropriate documentation such as details relating to drainage and hydrology of the site. It is not considered that the proposed development will result in any significant effects.
<ul style="list-style-type: none"> peat land disturbance and/ or degradation leading to: carbon release, damage to habitats, affecting land stability or hydrology? 	No	The development site is bound by existing residential properties and Prestwick Airport and as such it is considered the site is unlikely that the proposed development will result in any changes to peat land, carbon release, damage to habitats or land stability.	
<ul style="list-style-type: none"> pre-construction investigations e.g. boreholes, soil testing? 	Potentially	The applicant has indicated that boreholes and soil testing may be required.	It is considered that this is of a nature that will not result in a significant effect.

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
• construction, demolition, reclamation or excavation works?	Yes	The proposal may involve the demolition of one property.	It is considered any demolition undertaken will not result in a significant effect.
• underground works ?	Unlike ly	There may be small-scale underground works to install foundations for the proposed buildings.	No.
• facilities for storage of goods or materials?	No		
• new road, rail, air or sea traffic or infrastructure during construction, operation or decommissioning?	Yes	There will be additional road traffic during the construction and operation of the proposed development. The proposal includes the formation of a new road linking Station Road and Main Street. A traffic management plan and suitable supporting information will be required to fully assess the impact of any proposed road.	No. Construction traffic will be temporary and operational traffic can be addressed as part of the conventional planning application process. The use and function of the proposed link road will reroute traffic and will enable commercial traffic to avoid travelling through Monkton.
• new or diverted transmission lines or pipelines?	No		
• any works requiring an authorisation under the Water Environment (Controlled Activities)(Scotland) Regulations 2005	Unkn own		
• long-term/ongoing activity during restoration or decommissioning which could have an impact on the environment?	No	The proposed development is permanent.	Given that the proposed development is permanent there are no restoration proposals at present.
• influx of people to an area either temporarily or permanently?	No	It is accepted that a small increase in people may be experienced during the construction and operation of the facility.	
• any other changes?	No		

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
2. Location of the Development			
(a) Existing land use			
Are there existing land uses on or around the location which could be affected by the development, e.g. undeveloped land, Greenfield land, homes, other private property, industry, commerce, tourism and recreation, public open space, community facilities, agriculture, forestry, tourism, water catchments, functional floodplains, mining or quarrying?	Yes	The proposed development is bound by existing residential properties and Prestwick Airport.	It is considered that the effects are unlikely to be significant.
(b) Relative abundance, quality and regenerative capacity of natural resources in the area			
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?	Yes	The proposed development site is located adjacent to Monkton Conservation Area.	It is considered that the proposed development is unlikely to result in significant effects on the adjacent conservation area. Any development will however require to consider how it best protects the conservation area.
(c) Absorption capacity of the natural environment			
Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape and visual, cultural or other value, which could be affected by the development? Particular attention should be paid to wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, nature reserves and parks.	No		
Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?	No		
Are there protected species in or around the location, for example European Protected Species, which could be affected?	Unkn own	The proposed development site could potentially provide a suitable habitat to protected species, however, this is unknown at present.	For the purposes of this assessment, it is considered that the planning application process provides sufficient scope for the consideration of any required survey work and the input of consultation authorities.
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?	No		

	Yes/ No	Briefly describe	Is effect likely to be significant? Significance should be considered in terms of the extent, transboundary nature, magnitude and complexity, probability, duration, frequency and reversibility of any impact(s).
Are there any areas or features of historic or cultural importance on or around the location which could be affected?	Yes	The proposed development site is located adjacent to Monkton Conservation Area.	Any proposed development will require to take account of the adjacent Conservation Area. It is considered that the proposed development is unlikely to result in any significant effects.
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected?	No		
Is the development in a location where it is likely to be highly visible to many people?	Yes	There are residential properties within the vicinity of the proposed development site.	No.
Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions which could cause the development to present environmental problems?	No		

Conclusions

The checklist is a useful tool for the purposes of identifying the wide range of environmental receptors which could be affected by the proposed development. The main issues which have emerged from the checklist are:

- The impact of the proposed development on the adjacent Monkton Conservation Area. The applicant should consider how the proposed development will interact and complement the conservation area.
- Potential impact on the local road network as a result of the proposed development. The applicant should consider the impact on the local transportation network as a result of the proposed development as well as the cumulative impact which may be experienced as a result of other developments within the vicinity of the application.

From the assessment undertaken in accordance with the Regulations and Circular 01/2017, the Council concludes that the proposed development as shown on the map forming part of the screening request and attached as an appendix, is unlikely to result in effects on the environment which are sufficiently significant to require the submission of an environmental statement.

