

Dumfries and Galloway Council  
**LOCAL DEVELOPMENT PLAN 2**

# Environmental Report

JANUARY 2018



Dumfries and Galloway Council  
**LOCAL DEVELOPMENT PLAN 2**

*January 2018*

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## Abbreviations

<b>CA</b>	Consultation Authorities (SEPA, SNH, HES)
<b>ER</b>	Environmental Report
<b>HES</b>	Historic Environment Scotland
<b>HLR</b>	Housing Land Requirement
<b>HMA</b>	Housing Market Areas
<b>HNDA</b>	Housing Need and Demand Assessment
<b>HRA</b>	Habitats Regulations Appraisal
<b>HST</b>	Housing Supply Target
<b>LBAP</b>	Local Biodiversity Action Plan
<b>LDP</b>	Local Development Plan
<b>MIR</b>	Main Issues Report
<b>PPS</b>	Plans, Programmes and Strategies
<b>SEA</b>	Strategic Environment Assessment
<b>SEPA</b>	Scottish Environment Protection Agency
<b>SG</b>	Supplementary Guidance
<b>SNH</b>	Scottish Natural Heritage
<b>SOER</b>	State of the Environment Report
<b>SPP</b>	Scottish Planning Policy

## Non-Technical Summary

As part of the preparation of Local Development Plan 2 (LDP2), Dumfries and Galloway Council is carrying out a Strategic Environmental Assessment (SEA).

SEA is a method of identifying and addressing the likely environmental effects, both positive and negative, of implementing the plan, with the overall aim to protect the environment and to ensure that the environment is given the same level of consideration as social and economic factors in the preparation of the plan. The Environmental Report (ER) presents the findings of the SEA and highlights any significant positive or negative effects that land use change and development, brought about by the policies and proposals contained within the plan, may have on the environment.

This Environmental Report was first prepared alongside the Main Issues Report and first published in January 2016. It has since been updated in order to review new and amended policies and site proposals included within the Proposed Plan not previously assessed and to take account of the responses received from the LDP2 Main Issues Report consultation. These updates are highlighted throughout this version of the Environmental Report.

## The Plan

LDP2 will, once adopted, replace the current LDP which was adopted in September 2014 and was itself subject to SEA processes. The Council is required to review the LDP every 5 years. LDP2 will guide the future use of land by setting out a vision and spatial strategy, include policies and indicate where development should and should not happen in the region.

The Main Issues Report (MIR) covers the whole Dumfries and Galloway administrative region and is the first stage in this process acting as the main focus for discussions and options. It sets out the Council's proposals for developments including alternative options, as well as the main planning issues affecting the region and how the proposed new policies and strategies will influence these.

The MIR will also provide an indication of where the Council is proposing to make changes to the current LDP in terms of policies and allocations/designations and where they are proposing to carry forward current elements to LDP2. The main areas of change that have been identified include:

- **Housing supply and allocations** - due to the methodology used in its calculation, the housing supply target has reduced from that used in the production of the current LDP adopted in 2014. Due to low levels of house building completions and the loss of national housebuilders from the region it is accepted not all of the very large sites currently allocated, particularly in Dumfries, will be developed in the plan period. As a result, the number, scale and effectiveness of sites across the region have been reviewed, resulting in possible changes in focus and some removal of existing and inclusion of new sites which would result in changes to allocations in some settlements.
- **Policy framework** - there are proposals for some amendments in the policy framework, including amendments to policy wording, amalgamation of policies and the deletion of existing and creation of new policies. This is due to both ensuring compliance with requirements in Scottish Planning Policy

(SPP) and evidence provided through the monitoring of policies to assess their effectiveness. These changes relate to the policy areas of, business development and tourism, major projects, minerals, historic battlefields, enabling development, trees, open space, wind energy, anemometers, and accessibility.

The MIR will contain alternative options for consideration where it is considered that reasonable alternatives are available. These alternatives will also be subject to an SEA assessment.

### **Monitoring**

The Council is required to monitor the significant environmental effects arising from the implementation of LDP2.

A number of indicators have been identified and linked to the relevant SEA objectives. The report sets out the proposed indicators that will be used to monitor the environmental effects of the plan.

A State of the Environment Report (SOER) has been produced to accompany the ER which includes the indicators and the baseline information used to monitor them. This document includes not only the baseline information on the current state of the environment in the region (summarised in Chapter 2) but also includes a basis for interpreting and reviewing the baseline data, identifying trends and areas for action and will also be used as the main monitoring tool for assessing environmental change in the region.

### **How to Comment on this Report**

The ER accompanies the Proposed Plan which is the Council's settled view. It will be published for 8 weeks commencing on **29<sup>th</sup> January 2018, ending 4pm 30<sup>th</sup> April 2018.**

Please submit any comments in writing to:

Local Development Plan Co-ordinator  
Development Planning  
Kirkbank House  
English Street  
Dumfries DG1 2HS

Or email them to: [ldp@dumgal.gov.uk](mailto:ldp@dumgal.gov.uk)

Copies of the Proposed Plan and ER are available to view at the Council's website [www.dumgal.gov.uk/ldp](http://www.dumgal.gov.uk/ldp), at all local libraries (including the mobile libraries) and the Council offices at:

Kirkbank, English Street, Dumfries DG1 2HS

Or

Ashwood House, Sun Street, Stranraer, DG97JJ

## 1.0 Introduction

### Purpose of the Environmental Report (ER)

1.1 The Dumfries and Galloway Local Development Plan 2 (LDP2) will review and replace the current LDP adopted in September 2014. It will also review and, as appropriate modify, associated Supplementary Guidance (SG) of which there are currently 37 across a range of topics. SG will be subject to separate SEA processes as they are adopted and are therefore not assessed separately in this ER.

1.2 For LDP2, Strategic Environmental Assessment (SEA) is a requirement of the Environmental Assessment (Scotland) Act 2005. SEA is a technical assessment of the likely significant environmental impacts of a plan. The objective is to provide a high level of protection for the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. Although the health of the environment is a vital component of social and economic wellbeing, social and economic effects are not a direct focus for the attention of SEA.

1.3 The method of assessing the likely environmental impacts of the plan was agreed with the Consultation Authorities (CAs) following the submission of the scoping report in September 2015. Comments from the CAs received via the Gateway have been incorporated into the assessment methodology and are summarised at 1.8 below.

1.4 The SEA Environmental Report (ER) is published alongside the Main Issues Report (MIR) and presents the findings of the SEA. The purpose of the ER is to identify, describe and evaluate the likely significant effects on the environment of implementing LDP2 and any reasonable alternatives that have been assessed as part of that process. The ER provides an early and effective opportunity for the Consultation Authorities and the public to offer their views on any aspect of LDP2 and its environmental implications.

1.5 The ER should be read in conjunction with the MIR which is the first stage in producing LDP2. The MIR covers the whole Dumfries and Galloway administrative region and acts as the main focus for discussions and options. It sets out the main changes that have occurred since the current LDP was adopted which will inform the preparation of LDP2. It also sets out the Council's proposals for developments including any alternative options, as well as the main planning issues affecting the region and how the proposed new policies and strategies will influence these. It also suggests which elements of the current LDP are likely to be carried forward largely unchanged through to LDP2.

### Key Facts

1.6 The key facts relating to LDP2 are set out in the table below:

<b>Name of Responsible Authority</b>	Dumfries and Galloway Council
<b>Title of PPS (Plans, Programmes and Strategies)</b>	Dumfries and Galloway Local Development Plan 2

<b>What prompted the PPS</b>	Legislative requirement of the Planning etc. (Scotland) Act 2006
<b>Subject</b>	Land use planning
<b>Period covered by PPS</b>	2019-2029
<b>Frequency of updates</b>	Every five years
<b>Area covered by PPS</b>	The Plan will cover the whole of the Dumfries and Galloway region: c. 6,400sq km (this includes the area of Dumfries and Galloway down to the low water mark).
<b>Purpose and/or objectives of PPS</b>	To guide the future use of land within the region, provide an indication of where development should and should not take place and provide a framework for assessing all development that requires planning permission while contributing to sustainable development.
<b>Contact point</b>	Development Planning Dumfries and Galloway Council Kirkbank House English Street Dumfries DG1 2HS  Tel: 01387 260199 Email: <a href="mailto:ldp@dumgal.gov.uk">ldp@dumgal.gov.uk</a>

The map below indicates the extent of the Dumfries and Galloway region.







## **SEA Activities to Date**

1.7 In respect of the SEA process, prior to the submission of the Scoping Report, an initial meeting was held in August 2015 with officers at the SEA Gateway to discuss the suitability and appropriateness of the contents of the draft Scoping Report. Following this meeting, the Scoping Report was submitted to the CAs via the SEA Gateway on 2 September 2015. The responses from the CAs confirmed that there were potentially significant environmental effects to be considered and assessed when formulating LDP2. The Scoping Report and Responses were published on the Council's webpage in December 2015.

1.8 The CAs were generally in agreement with the methodology to be used for the assessment process as outlined in the Scoping Report, however they did make the following comments and suggestions:

### **Scottish Natural Heritage (SNH)**

#### **Comment**

Suggest an additional SEA topic indicator under the Soil topic of "Effects on peat and carbon rich soils"

Suggest, in the interests of clarity, that an additional column is added to the assessment table to consider mitigation measures

Suggest that an additional question is added to the site assessment form under the topic of Biodiversity, Flora and Fauna asking "Is the development on/or within or have connectivity to an international designation – e.g. SAC/SPA/Ramsar (including potential sites)"

#### **Response**

Have included additional objective: "To reduce negative effects on peat and carbon rich soils"

Mitigation has been added to the comment section of the assessment table.

This part of the site assessment form has been amended for other reasons but the essence of this question is included.

### **Historic Environment Scotland (HES)**

#### **Comment**

Suggest the inclusion of an additional column to the assessment table to include consideration of mitigation to briefly indicate where such measures are necessary and how these will be carried out

#### **Response**

Mitigation has been added to the comment section of the assessment table.

### **Scottish Environment Protection Agency (SEPA)**

#### **Comment**

The water objective should ensure a range of factors are considered rather than just water quality and suggest the wording could be amended to "to protect and enhance the state of the water environment" which covers rivers, lochs, estuaries, coastal and groundwater bodies.

#### **Response**

The objective has been amended to read: "To protect and enhance the state of the water environment".

Any changes to the plan that are made as a

Where the SEA has impacted on

result of the SEA process should be outlined in the ER

the content of the MIR this is set out in the ER.

Where the mitigation proposed does not relate to a modification in the plan, it would be helpful to set out the proposed mitigation measures that are required, when they are required and who is responsible for implementing them.

Mitigation has been added to the comment section of the assessment table.

It would be helpful to set out in the ER a description of the measures that will be used to monitor the significant environmental effects that are identified.

Monitoring measures are set out in the ER.

The above comments have been taken into account in producing the ER.

### **Consultation**

1.9 Responses to this consultation are invited. The consultation period will run for 8 weeks commencing on the 29<sup>th</sup> January 2018, ending 4pm on the 30<sup>th</sup> April 2018. This will be advertised in the local press.

1.10 If you are making a response in respect of the ER, please mark the form with the words 'Environmental Report'.

1.11 Responses should be by email or in writing to:

Email: [LDP@dumgal.gov.uk](mailto:LDP@dumgal.gov.uk)

Letter: Development Planning, Dumfries and Galloway Council,  
Kirkbank House, English Street, Dumfries, DG1 2HS

## 2.0 Context

### Background to LDP 2

2.1 Dumfries and Galloway's first LDP was adopted in September 2014 and replaced the Structure Plan (1999) and four Local Plans (2006). LDP2 will review and replace the current LDP. The amalgamation of the four Local Plans with the Structure Plan was a significant change and required an overhaul of the policy framework.

2.2 Dumfries and Galloway Council (the Council) is undertaking preparation of LDP2 for the whole of its geographic area. The main objective of LDP2 is to provide a policy and spatial strategy for sustainable development in the region, facilitating economic development and supporting communities whilst, at the same time, protecting and enhancing the rich and diverse quality of the natural and built environment.

2.3 Producing LDP2 is a legislative requirement and there is no alternative method than to produce a Local Development Plan to fulfil this requirement in SEA terms. LDP2 will supersede but principally build upon the policies, programmes and actions within the current LDP (adopted in September 2014) and all its associated supplementary guidance. LDP2 will focus on the most significant elements of change from the adopted LDP which will need a specific policy response.

2.4 Having undertaken a process of monitoring of all aspects of the current LDP (Vision, Strategy, Policy Framework and Sites), it has been found that LDP2 is unlikely to involve a full scale overhaul of the vision and strategy but is more likely to involve some modifications to the existing policy wording and site allocations in the majority of cases. This is also partly due to the current policy framework only recently being adopted and it is considered that a greater length of time may be required to fully appreciate its impact. The outcome of this monitoring work can be found in the Monitoring Statement that accompanies the MIR. Although it is not proposed to change the overall strategic direction and vision of the plan, LDP2 will need to address those areas of change which are being identified from current trends, issues, surveys, analysis, assessments, and monitoring work which has been carried out and which are also identified in the State of the Environment Report (SOER).

2.5 Following the monitoring process, it is proposed that the majority of policies contained in the current LDP are brought forward into LDP2 with only minor or no changes. The more significant elements of change proposed in LDP2 in relation to the policy framework include:

- revision of the sustainability section of the overarching policies
- the amalgamation of rural business and tourism policies
- the amalgamation of town centre and prime retail frontage policies
- the introduction of a major projects policy
- revision and reduction of minerals policies
- a new policy on historic battlefields to cover recent designations
- a new policy for enabling development in relation to the historic environment
- revision of trees and development policy to assist clarity
- expansion of open space policy to include maintenance and allotments

- revision of the policy and spatial framework for wind energy developments in compliance with SPP and to include anemometers
- revision to policy wording to ensure that, in transport terms, there are distinctions between the location of development and general accessibility

2.6 Existing and new development opportunities have been evaluated and assessed for inclusion in LDP2 with their related environmental consequences being considered. Following the completion of the Housing Need and Demand Assessment, housing targets and forecasts are lower than those used to produce the current LDP and, with the loss of national housebuilders from the region and ongoing low house completion rates, a complete review of housing allocations has been undertaken. There has been a move towards proposing a wider range of sites in terms of scale, particularly in Dumfries, where it was accepted that not all the very large sites are likely to be brought forward for development in the plan period due to the capabilities of the local developers and the infrastructure requirements of these sites. As a result and also due to the monitoring of the effectiveness of other existing sites, there are proposed amendments to allocations in some settlements, including some proposed de-allocations.

2.7 In considering these main areas of change in relation to both the policy framework and sites, realistic and feasible alternatives and responses will be developed and assessed. Alternatives will be sufficiently distinct in order to highlight the different environmental implications of each whilst allowing meaningful comparisons to be made at a strategic level. All alternatives considered will be documented and reasons will be given as to why they are or are not being taken forward.

### **Stages of the Local Development Plan**

2.8 The stages and timetable for preparation of LDP2 are set out in the Development Plan Scheme (DPS) which is published annually on the Council's website.

2.9 An initial Call for Sites and Comments took place between January and March 2016, with a further Call for Sites and Comments taking place between April and June 2016. Anyone could submit comments in respect of the content of the current LDP or submit sites for consideration for inclusion in LDP2.

2.10 The MIR is the first major stage in producing LDP2 and sets out the main issues faced by the region now and over the next 20 years and the vision for its future. It includes a spatial strategy by which, through a framework of planning policies, the vision can be realised. It also outlines the broad requirements in terms of land identification for new development. The MIR is subject to a 12 week consultation period.

The MIR has been prepared following:

- extensive community and stakeholder engagement
- the assessment of the evidence base to establish key trends and issues (contained in the SOER)
- joint working with key planning partners, businesses and landowners

- submission of proposals and comments from interested parties on the content of the current LDP and new development opportunities through the 'Call for Sites and Comments' process

**UPDATE:** The MIR is followed by the Proposed Plan which is the Council's settled view on policies and sites which are to be included in the adopted LDP2.

### **Relationships with other Plans**

2.11 LDP2 will sit within a wider planning framework which consists of a hierarchy of plans, programmes and strategies (PPS) which may affect or influence LDP2 and its related SEA.

2.12 Appendix 1 lists the main PPS that are likely to influence LDP2. Any PPS above the Scottish level have generally been excluded from the list, primarily because it is assumed that all relevant international, European and UK environmental legislation has been incorporated into national, regional and local strategy and guidance.

2.13 LDP2 will be affected by, and will equally affect, a wide range of other relevant PPS both within and outside the Council's jurisdiction. It is therefore important to determine whether LDP2 will give rise to conflicts with other PPS. Inconsistencies are bound to arise at times between other PPS or environmental objectives. In deciding how to resolve any conflicts, the relative timing of the plans, programmes or objectives concerned will be considered, as well as the degree to which they accord with current policy or legal requirements and the objectives of the Act and SEA Directive. LDP2 may not be able to accommodate all the requirements of the other PPS, or it may wish not to take on board the requirements (e.g. because they are not sustainable).

### **The Environment**

2.14 The Environmental Assessment (Scotland) Act 2005 Schedule 3 requires that the ER includes a description of the relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be significantly affected.

2.15 Alongside the MIR, Monitoring Statement and ER, the Council has also published a separate SOER as supporting information which provides information in relation to the environment and relevant social and economic data for the region. This can be updated and refined as necessary and used in the environmental assessment.

2.16 The key environmental issues raised in the SOER and which are being taken into consideration for LDP2 are laid out below in Table 1.

Table 1: Key Environmental Issues

SEA Topic	Key environmental issues / problems
<b>Biodiversity, Flora and Fauna</b>	<ul style="list-style-type: none"> <li>• there are a number of international and national designations across the region</li> <li>• of the 30 international designations, 12 have some element that is in an unfavourable and declining state</li> <li>• biodiversity generally is in decline but the rate of decline appears to be slowing</li> <li>• invasive non-native species continue to spread</li> <li>• approximately a third of the region is covered in woodland and forestry</li> <li>• climate change may rise in significance in the future, adding to existing pressures</li> </ul>
<b>Population and Human Health</b>	<ul style="list-style-type: none"> <li>• declining and older population with high life expectancy rates</li> <li>• the number of households is increasing although household size is predicted to decrease</li> <li>• over a quarter of the region's population live in Dumfries but overall, the region has a relatively low population density of 23 persons per km<sup>2</sup></li> <li>• overall, there are low levels of household income with a poorly performing labour market</li> <li>• the region is diverse containing some of the most and least deprived areas of Scotland</li> <li>• there is high reliance on car ownership in the rural parts of the region although 20% of households do not have access to private transport</li> <li>• there is a wealth of recreational opportunities within the region</li> </ul>
<b>Soil</b>	<ul style="list-style-type: none"> <li>• only a small proportion of land is considered to be prime agricultural land</li> <li>• the region contains large areas of peatland</li> <li>• there are a number of sites with potential contaminated land issues that may require mitigation</li> <li>• there are issues of soil erosion particularly through flood events and in coastal areas</li> </ul>
<b>Water</b>	<ul style="list-style-type: none"> <li>• there are a number of watercourses that are subject to potential flood risk</li> <li>• the number of flood incidents has fluctuated over the years and appears to be directly related to rainfall</li> <li>• the condition of water bodies has generally improved over the long term but not in the short term</li> <li>• the quality of groundwater in the region is generally good but there appears to be a declining trend</li> <li>• the quality of the public water supply is generally high although there is a relatively high number of private water</li> </ul>

	<p>supplies</p> <ul style="list-style-type: none"> <li>• climate change may cause increased competition for water, as well as increased flood risks</li> </ul>
<b>Air</b>	<ul style="list-style-type: none"> <li>• air quality within the region is generally good</li> <li>• there are no Air Quality Management Areas within the region</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• the number of vacant and derelict sites in the region has recently reduced</li> <li>• there are a number of important mineral resources in the region</li> <li>• a programme to rollout recycling collections across the region is ongoing along with a regional network of household waste recycling centres</li> <li>• designation of the Galloway Dark Sky Park has provided a driver to install LED street lights</li> </ul>
<b>Climatic Factors</b>	<ul style="list-style-type: none"> <li>• anticipated that summers will be warmer and drier, autumn and winter will be milder and wetter, with an increase in intense rainfall, and rising sea levels</li> <li>• there are a significant number of renewable energy schemes installed throughout the region using a variety of technologies with wind and hydro being the main elements</li> <li>• car ownership in the region is relatively high recognising the relatively sparse population and limited public transport options</li> <li>• rail usage has increased in the region however overall the region is poorly served by rail routes</li> <li>• observed climate changes have had impacts on many aspects of our environment, the resilience of our businesses, the health and well-being of our people and our infrastructure and these impacts will continue and even intensify in the projected future climate</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• the region contains a range of diverse historic assets there have been few changes to the number of designated historic assets</li> <li>• a significant number of historic assets are under-used or in poor condition</li> <li>• within the region, there are potential restoration schemes for 15 of the buildings on the Buildings at Risk Register for Scotland</li> <li>• there are a relatively high number of designated archaeological sites throughout the region</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>• the region has a rich and diverse landscape and includes areas designated for their landscape and scenic qualities at both the national and local levels</li> <li>• SNH have identified two areas of wildland in the region.</li> </ul>



	<p><b>Merrick Wild Land area and Talla-Hart Fell Wild Land Area which partly lies outwith the region.</b></p> <ul style="list-style-type: none"> <li>• TPO records in the region are limited and require updating</li> <li>• the loss of larch and ash trees to <i>Phytophthora ramorum</i> and ash die-back is likely to have a significant impact on region's landscape</li> <li>• the changing climate is already altering our unique Scottish landscapes</li> </ul>
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### **Likely future of the area without LDP2**

2.17 In the absence of LDP2, it is likely that changes to the environmental baseline would occur, due to natural processes and human activity unrelated to the LDP strategy. The existing environmental issues described in the previous section would persist. In addition, the pressures for future development would continue, yet there would be no land use plan to guide the location of it and to co-ordinate the delivery of related infrastructure in an up-to-date policy context.

2.18 One of the main purposes of LDP2 is to influence, through its spatial strategy, where and how new development should happen and where it should not happen. In addition, its criteria based policies can be used to secure appropriate mitigation where the principle of development is acceptable. Without it, there would be no local guidance to secure development in the 'right' places, supported by the necessary infrastructure.

### 3.0 Assessment Methods

3.1 This section sets out the method for assessing the likely environmental impacts of LDP2. It concentrates on significant effects likely to be generated by LDP2 and those that are within the control of planning. It is not possible nor is it necessary for the assessment to consider every conceivable effect.

3.2 To fully assess the environmental impact of LDP2 (both positive and negative), it is necessary to assess all aspects of the plan in relation to the Environmental SEA topics upon which the plan is likely to have a significant environmental effect. These topics include: biodiversity, flora and fauna; population and human health; soil; water; air; material assets; climatic factors; cultural heritage; and landscape.

#### SEA Objectives for LDP2

3.3 SEA objectives are identified under each of the environmental topics. Table 2 below highlights the SEA objectives together with associated indicators which will form the basis against which the environmental effects of LDP2 will be assessed. These have been identified by the general aims of LDP2, experience of past development plans, review of relevant PPS and environmental objectives and issues within the region. It should be noted that the SEA Objectives are separate from the goals of the LDP, as SEA objectives are mostly limited to environmental issues which will be complementary to the LDP's environmental aims.

3.4 It should be noted that these objectives have been simplified and refined from those used in the current LDP and which against polices and sites were originally assessed. However, they remain sufficiently similar to the aims of the original objectives to allow for comparison and a consistent approach to monitoring.

Table 2: SEA Objectives for LDP2

SEA Topic	SEA Objective	Indicators
<b>Biodiversity, Flora and Fauna</b>	To conserve and enhance biodiversity	Condition of designated sites Loss of designated sites Additional designated sites LBAP species / habitats stable or increasing Invasive Species control / expansion Area subject to restoration of ancient woodland. Area subject to restoration of peatland.

<b>Population and Human Health</b>	<p>To improve the quality of life, human health, well-being and inclusion for all</p> <p>To increase the opportunities for access to, and enjoyment of, greenspaces and the wider landscape</p> <p>To encourage development within areas which are easily accessible by public transport as well as having good pedestrian and cycle linkages</p>	<p>Health and well-being indicators (age expectancy, deprivation indexes, population figures, etc.)</p> <p>Number of additional and improved access routes and cycle paths</p> <p>Open space quantity and quality measured through the Open Space Audit</p>
<b>Soil</b>	<p>To safeguard the soil quality, geodiversity and improve contaminated land</p> <p>To reduce negative effects on peat and carbon rich soils</p> <p>To reduce and minimise soil and coastal erosion</p>	<p>Changes in soil quality</p> <p>Maintain diversity of geology, natural landforms and processes</p>
<b>Water</b>	<p>To manage and reduce flood risk and to support opportunities to do so through sustainable flood management (SuDS)</p> <p>To protect and enhance the state of the water environment</p>	<p>Maintain or reduce extent of flood risk</p> <p>Maintain or improve the state of the water environment</p>
<b>Air</b>	<p>To maintain and, where possible, improve air quality</p>	<p>Air quality trends</p>
<b>Material Assets</b>	<p>To manage, maintain and promote the sustainable use of natural resources</p> <p>To reduce waste production and adopt sustainable waste management practices</p>	<p>Number of domestic and commercial renewable energy applications and installations</p> <p>Encourage re-use of brownfield sites and buildings</p> <p>Improve recycling facilities and practices</p>
<b>Climatic Factors</b>	<p>To contribute to the reduction of greenhouse gases and reduce energy consumption</p> <p>To promote sustainable energy technologies and energy efficiency</p>	<p>Number of domestic and commercial renewable energy applications and installations</p> <p>Changes in carbon emissions</p> <p>Changes in travel patterns</p>

	To minimise / reduce the need for travel by car	Number of Developments with Implemented Travel Plans
<b>Cultural Heritage</b>	To protect and enhance the region's rich built and historic environment including its setting	Number and condition of designated and non-designated sites
<b>Landscape</b>	To protect and enhance the character, distinctiveness and diversity of the region's landscape.  To protect and enhance the landscape setting of settlements plus the landscape and scenic qualities of designated landscapes, areas of wild land, and important views	Number and condition of designated and non-designated sites  Changes in Landscape Character Areas  Changes in landscape capacity following study reviews

### Assessment Methodology

3.5 This assessment relates to the review of the current LDP which was adopted in September 2014. It is proposed that many policies and allocated sites will be 'rolled forward' with no or little change. An updated detailed assessment has been undertaken for these policies and sites taking into account any changes that have occurred that may impact on the assessment, including changes to SEA objectives. Detailed assessments have also been undertaken where there are proposed changes to approach, policies or site selection. The MIR for LDP2 is the main tool to consider a number of options and alternatives for the main changes. All options and alternatives have been assessed using the same methodology.

3.6 The assessment of likely significant effects has examined each of the main components of LDP2 (the proposed overall strategy and vision as well as policies and site allocations) against the SEA objectives set out in Table 2 above, the expected time, permanence and duration of any impact identified, and the likelihood and effect of any cumulative impacts.

3.7 The assessment framework shown in Table 3 below provides a summary as to how the elements of LDP 2 have been assessed against the SEA topics. Each element will be assessed against each objective under each topic in order to provide an overall topic score.

3.8 Effects and impacts have been assessed against the SEA objectives noted in Table 2 above using Table 4 below which outlines the scoring guidelines. This again has been simplified from that used in the current LDP and therefore all scores have been reassessed using this guideline.

Table 3: Summary Assessment Framework

Policy/Site Reference	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic Factors	Cultural Heritage	Landscape	Comments/ Mitigation

Table 4: Proposed Scoring Guidelines

Impact	Significant positive impact	Positive impact	Neutral impact	Unknown impact	Both Positive and Negative impacts	Negative impact	Significant negative impact
Score Symbol	++	+	0	?	+/-	X	xx

3.9 The environmental effects of options included in the MIR have been assessed using as the base the SEA objectives and criteria set out in Table 2 above. These effects are also considered in relation to whether they will be negative, positive, uncertain, mixed or neutral on receptors. They have also been evaluated in terms of their reversibility or irreversibility of effects, risks and duration (permanent, temporary, long-term, short-term and medium-term). Each element of the plan is scored on an SEA topic basis. Information gained from the review and monitoring of the current LDP has also been used in assessing elements of the plan.

3.10 Where negative environmental effects have been identified, especially in respect of site allocations, consideration has been given to likely mitigation measures that could be taken in order to produce a more positive outcome. In assessing policies, negative effects may be able to be mitigated through another policy, or through Supplementary Guidance. Such mitigation, where required, is discussed within the assessment commentary but it should be noted that within the ER tables, all the scores shown are post-mitigation.

3.11 A planning and SEA assessment has been undertaken for all sites. This includes allocations in the current LDP and sites submitted through the Call for Sites. The assessments have been used to assist in assessing the appropriateness of sites for development and are included in full within the supporting documents.

### Alternatives

3.12 The SEA process requires that the ER identifies, describes and evaluates the likely significant effects on the environment of implementing reasonable alternatives to the plan being assessed. As previously stated, it is not proposed to make significant changes to the vision and spatial strategy or to the majority of the policy

framework and site allocations contained in the adopted LDP. These elements of the LDP will not change significantly and therefore no alternative options for these aspects have been presented within the ER.

3.13 The MIR represents the principal opportunity within the plan preparation process for engaging stakeholders on the content of the plan. It raises a number of issues and contains one or more reasonable alternative options, where appropriate, in relation to each issue. Where it is considered that there is a realistic, deliverable and consistent alternative, these will each be assessed using the methodology outlined above.

3.14 It should be noted that an alternative option has not been presented for all issues as, in many instances, it is considered that there will not be a valid and realistic alternative in order to achieve the stated aims or to meet compliance with SPP. In these instances, this will be discussed in the commentary.

## **4.0 The Main Issues Report**

4.1 The MIR is the first stage in producing the next LDP and is intended to stimulate discussion. It draws attention to key changes that have occurred since the previous plan and will facilitate and inform the preparation of the new LDP. It is also a key document in terms of frontloading effective engagement on the LDP and aligning development planning with SEA.

4.2 The MIR outlines the proposed main changes, and any alternatives, from the current Dumfries and Galloway LDP (adopted 2014), the emerging challenges, and potential options for new development. The main changes that have been identified for change in LDP2 are:

- Housing Land requirements: the current LDP sets out a housing land target for 2012-2024 which included a high level of generosity of 20%. In preparing LDP2, the requirement has been reviewed and reassessed partly to take account of the changing time period of 2016-2029, changes to market conditions and completion rates.
- A small number of significant changes to particular policies and the addition of four new policies as outlined in Chapter 6.
- Changes to housing land requirements, the development of some allocated sites and questions of the effectiveness of other allocated sites have resulted in changes to the proposed package of sites in some settlements as outlined in Chapter 7.

4.3 The majority of elements of the current LDP are proposed to be carried over into LDP2 with little or no change. The current LDP was an amalgamation of four local plans and a structure plan and resulted in a complete overhaul of the policy framework. As this framework has only been in place since the adoption of the LDP in 2014, it is considered to be premature to carry out a further overhaul until the full implications of implementing the policies can be assessed

## 5.0 Assessment of Vision and Spatial Strategy

### Vision

5.1 It is not proposed to change the Vision from the current LDP for a “thriving region with a sustainable economy built on sustainable principles that safeguard the landscape, natural and historic environment, promote growth, maximise the use of existing infrastructure and enhance connectivity.....There will be opportunities in the rural area for economic development, housing and recreation. There will also be opportunities for people to access affordable housing” as this continues to be the long term vision for the region.

### Spatial Strategy

5.2 The Spatial Strategy and Settlement Hierarchy are also proposed to be carried forward from the current LDP into LDP2. This sets out what the Vision actually means on the ground. It intends to identify where development should be located (and where it should not) and aims to ensure that there is the right type of development in the right place which meets the needs of the community whilst promoting a more sustainable pattern of development, creating opportunities for sustainable economic growth, reducing carbon emissions and the need to travel.

5.3 The spatial strategy promotes a pattern of development that seeks to minimise the need to travel and where sustainable travel is integral to development. Therefore, the strategy allocates the majority of future development to those larger settlements with a good range of services and facilities, employment opportunities and which have the physical ability to grow and for the surrounding landscape to absorb proposed development. In villages and throughout the rural area, the policy framework provides opportunities for people to live and work locally however development in the rural areas should not undermine the spatial strategy. This approach should maximise the use of existing infrastructure, promote the efficient use of land and buildings and make travel smarter and more sustainable.

5.4 The main aim of the vision and spatial strategy of LDP2 are not proposed to change since the LDP was first assessed. However, the SEA objectives have changed and therefore, as a result, they have been assessed again for this ER.

### Additional Strategies

5.5 Further detail on implementing the following strategies will be found within the policy framework and only their main objectives are assessed here. These overarching strategies have not been previously assessed although they do form part of the current LDP:

- **Economic Strategy** - Building the local economy is the Council's top priority. Maintaining and improving the competitiveness of local businesses is vital to the local economy and therefore the provision of improved broadband connectivity and promotion of the opportunities arising from low carbon technology are crucial areas for investment. The LDP supports this through a positive policy framework, by allocating a generous supply of land for business and industry across the region and providing support for major strategic projects within the region. The strategy supports the principles



contained in both the “South of Scotland Competiveness Strategy” and the Council’s Regional Economic Strategy.

- **Retail Strategy** - The Strategy approach is to direct appropriate retail proposals to appropriate locations in order to support the health and vibrancy of town centres. The LDP identifies a clear network of centres within the region which form a hierarchy. The Retail Capacity Study 2016 (which has been updated for LDP2) identifies the potential for additional retail floorspace in particular locations. The LDP provides support for the region’s main shopping centres at Dumfries and Stranraer to ensure their role is enhanced.
- **Housing Strategy** – The Spatial Strategy focuses the majority of the housing land on Dumfries as regional capital and the District and Local Centres as these settlements have a good range of facilities, employment opportunities and transport options. In line with the aspirations set out in the vision, at least 20% of the housing land requirement is expected to be delivered in villages and housing in the countryside. Provision for sufficient good quality affordable housing is also an aspiration of the strategy.
- **Transport Strategy** - The spatial strategy supports a pattern of development which reduces the need to travel, facilitates travel by public transport and freight movement by rail or water, and provides safe and convenient opportunities for walking and cycling. The Plan expects good quality development that builds in sustainable transport modes at the beginning of the design process. Both the port facilities at Loch Ryan in the west and the M74 motorway in the east function as important gateways to Scotland providing increased freight capacity, reduced journey times and new opportunities for tourism.
- **Active Travel and Green Networks** - Improvements to active transport networks, such as paths and cycle routes, will support more sustainable travel choices, as well as recreational opportunities. The Council’s Active Travel Strategy sets out a vision to see active travel being the normal choice for short, everyday journeys across all our communities. This approach will have implications for future policy requirements. Transport policies have strong linkages with design / place-making and access route policies, as well as open space and green network policies. Green networks also have an important role in enhancing health and well being, biodiversity, climate change mitigation, and tourism.
- **Waste Management Strategy** - The Council is continuing to implement the national Zero Waste Plan objectives in accordance with the waste hierarchy of prevention, reuse, recycling recovery and disposal. This includes the Zero Waste Parks at Blackparks, Stranraer and the Lochar Moss, Dumfries and the continued operation of a network of household waste recycling centres and transfer stations. Implementation of a new managed collection system for household waste is underway throughout the region. This includes a weekly collection of food waste and an alternate weekly service of source separate dry recyclates and unsorted waste.

5.6 Table 5 below provides the SEA scores for the Vision and Strategy section of LDP2.

Table 5: Vision and Strategy Assessment

	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic Factors	Cultural Heritage	Landscape	Comments/ Mitigation
<b>Vision and Spatial Strategy</b>	+	+/x	0	0	+/x	+	+/x	+	+	Although concentrating development in the larger settlements could lead to an increase in congestion and related issues of air quality, pollution and noise, this is countered by the promotion of active travel and public transport. Overall, the vision and spatial strategy aims to improve on the current position in relation to a number of environmental factors. <b>UPDATE: Negative impacts resulting from this strategy will be mitigated through the implementation of other policies including Overarching Policies.</b>
<b>Economic Strategy</b>	0	+	0	0	+/x	0	+/x	0	0	The provision of employment opportunities assists in maintaining and improving the quality of life of residents and associated benefits to health and well being. Increasing business interests, however, may also increase traffic movements and other emission with negative impacts on carbon emissions and air quality. This is countered by the promotion of active travel and public transport. <b>UPDATE: Negative impacts resulting from this strategy will be mitigated through the implementation of other policies including Overarching Policies.</b>
<b>Retail Strategy</b>	0	+	0	0	+/x	0	+/x	0	0	The provision of a range of retail opportunities assist in maintaining and improving the quality of life of residents. However, centralising the location of facilities means that people may need to travel thereby increasing congestion and related issues of air quality, pollution and noise, this is countered by the promotion of active travel and public transport. <b>UPDATE: Negative impacts resulting from this strategy will be mitigated through the implementation of other policies including Overarching Policies.</b>
<b>Housing Strategy</b>	0	+	0	0	+	0	+	0	0	The strategy aims to provide a range of housing opportunities across the region, including opportunities for the provision of affordable housing, the majority in the larger settlements with good transport links and close to amenities.
<b>Transport Strategy</b>	0	+	0	0	+	0	+	0	0	The strategy promotes active travel and the use of public transport whilst aiming to reduce the need to travel and in so doing would improve air quality.

<b>Active Travel and Green Networks</b>	+	+	0	0	+	0	+	0	+	The strategy promotes active travel and the use of public transport and the creation and improvement of green networks which would result in benefits to human health, biodiversity, improve air quality and have benefits to the appearance of places.
<b>Waste Management Strategy</b>	0	0	0	0	0	+	0	0	0	The strategy aims to improve the operation and accessibility of recycling facilities and practices

## Results

5.6 The vision and spatial strategy address most of the SEA criteria apart from specific objectives in relation to soil and water which are covered in more detail within the policy framework and which are encapsulated in the more general term of promoting sustainable development. Therefore, developments in accordance with these overarching elements of LDP2 are likely to have beneficial environmental impacts.

5.7 Any new development is likely to lead to an increase in greenhouse gas emissions through its construction and increase in traffic. However, support for walking and cycling infrastructure and continued promotion of a change in traffic patterns is likely to contribute to mitigating greenhouse gas emissions from transport.

5.8 The vision and spatial strategy are likely to contribute strongly to:

- the protection and enhancement of the natural and historic environment;
- the health and well being of residents through improved opportunities and access to employment, housing, community facilities and recreational and open spaces;
- the promotion of active travel;
- encouraging a range of renewable energy sources;
- accessibility to waste recycling facilities;
- the protection and enhancement of the historic environment;
- the protection of the distinctiveness and diversity of the region's landscape and the landscape setting of settlements

## 6.0 Assessment of Policy Framework

6.1 In broad terms, LDP2 intends to carry forward the majority of the 73 policies (NB – there are 67 policies but Policy OP1 is separated into 7 separate parts which are counted individually) contained in the current LDP with minor or no changes. However, due to some amendments to the SEA objectives and to some minor revisions to policy wording, it was deemed appropriate to reassess all of these policies. Policies where more significant changes are proposed or which are entirely new are discussed in more detail below including their assessment. The assessments for the remaining 59 policies that are proposed to be taken through to LDP2 with no or minor changes can be found in Appendix 2. The policies where major changes are proposed are shown in Table 6 below.

UPDATE! See Tables 7 – 11 for information on how the below major policy changes are being taken forward into the Proposed Plan.

Table 6: Major Policy Changes

Policy Reference	Comment
ED2: Business Development in the Rural Area and ED10: Tourism	Preferred approach to combine these two policies, however the alternative approach would be to keep them separate as they are in the current LDP.
Major projects	New policy
ED5: Development in Town Centres	Amend policy text to encourage a mix of uses in town centres. Delete supplementary guidance reference.
Delete policy ED7: Prime Retail Frontages in Dumfries and Stranraer	Proposed approach is to delete policy ED7: Prime Retail Frontages in Dumfries and Stranraer .
ED 12: Dark Skies	This policy is proposed to be expanded to include Dark Skies generally as well as the Dark Sky Park specifically. An alternative approach is suggested.
ED14: Minerals Safeguarding	Deleted and amalgamated into ED15
ED15: Minerals	Expanded to include part of ED14
Historic Battlefields	New policy
Enabling Development	New policy
NE7: Trees and Development	Redraft for clarity and ease of implementation
NE8: Tree Preservation Orders	Policy to be deleted and parts amalgamated into NE7.
CF3: Open Space	Redraft and expand to cover maintenance and allotments
IN2: Wind Energy	Redraft to be SPP compliant and expand to include anemometers
Temporary Anemometer Masts	New policy
T2: Location of Development/ Accessibility	Redraft for clarity in order to secure aims

6.2 The first matter to be addressed in the consideration of the aims and text for policies in LDP2 is whether any changes, in terms of their environmental impact, from what was in the current LDP, could have likely significant environmental effects.

6.3 In considering the policies in LDP2, it is relevant to look at what, overall, they intend to do (the aim) and, as they intend to work together, their structure. The text for policies is in the current LDP unless major changes are proposed to their wording as detailed below.

**Policy Framework:**

6.4 The proposed framework of policies comprises 67 individual policies and includes three overarching policies (OP1 is then separated into 7 policy parts). The intention of the overarching policies is to set out the key principles that need to be taken into account when assessing development proposals. These key principles have been pulled together into the overarching policies and are not repeated elsewhere in the LDP. Where relevant, all development proposals will be assessed against the policies in this section.

6.5 The overarching policies should expect to provide environmental protection and secure environmental benefits when any of the other policies are being applied. In determining the appropriate application of other policies, it is understood that the overarching policies may be taken as interpretative guidance.

6.6 Following the overarching policies, the remaining 64 policies are currently laid out under the following topics:

- Economic Development
- Housing
- Historic Environment
- Natural Environment
- Community Services and Facilities
- Infrastructure
- Transport

The MIR does provide an alternative approach to that set out above in that consideration is being given to format the plan around four themes rather than the existing topics. However this is considered to be a layout issue and should not impact on the content of LDP2.

6.7 An overview of the policy assessment included in Appendix 2 shows that most of the individual assessments were of minimal or no effect. Overall, it showed that, to a very large extent, policies were responsive to environmental issues. Given the objective of the plan itself and that the majority of policies are being carried forward from the current plan with little or no change, this was not a surprising finding.

6.8 It is expected that mitigation will be achieved by implementing other policies (either individually or cumulatively) that are in the plan. The policies are not used in isolation but act as a complete framework. The scores shown in this table are post-mitigation and any mitigation measures are indicated in the Comments section.

## **Changes to Existing Policies and Proposed New Policies**

6.9 A number of policy related issues are included in the MIR as they relate to potential changes in LDP2. These issues propose major alterations to various policies and have emerged as a result of the review work that has informed the production of the Monitoring Statement, from pre-MIR feedback received from the key agencies and also from comments received through the Call For Sites and Comments exercise. There are a small number of proposed new policies where it has been found that there are gaps in the overall policy structure. The main changes are outlined below whilst the full proposed policy wording for those policies with major changes and any new policies are included at Appendix 3.

**UPDATE! See Tables 7 – 11 for information on how the below major policy changes are being taken forward into the Proposed Plan.**

### **ED2: Business Development in the Rural Area and ED10: Tourism**

It is the preferred option to amalgamate these two policies. As the majority of businesses in the rural area are tourism related, combining these policies should help to provide clarity and ensure the policies do not contradict each other. An alternative approach would be to keep them separate

### **Major projects (new policy)**

It is proposed to include a new policy which will provide support for major development proposals that come forward that are not within a settlement boundary or on one of allocated sites along the A74(M) corridor or at Chapelcross.

### **ED5: Development in Town Centres**

It is proposed to amend text in policy ED5: Development in Town Centres to encourage a mixture of uses and provide greater flexibility and to delete the supplementary guidance reference.

### **ED7: Prime Retail Frontages in Dumfries and Stranraer**

It is proposed to delete policy ED7: Prime Retail Frontages in Dumfries and Stranraer. There is one proposed alternative to this approach which is to maintain the Prime Retail Frontage policy ED7 and current inset boundary map.

### **ED12: Dark Skies**

It is proposed to expand the policy to support the installation of dark sky friendly lighting in all developments across the region and not just within those areas that impact on the Dark Sky Park.

### **ED14: Minerals Safeguarding and ED15 Minerals**

Taking into account the advice set out in SPP, it is proposed to combine Policy ED14: Mineral Safeguarding and ED15: Minerals into one policy as a combined policy will ensure mineral reserves are not sterilised and the extraction minimises the impact on local communities. It is also proposed to update the mineral assessment technical paper to establish how much of a landbank exists and if there is a shortfall, the plan will need to identify an area of search.

SPP also requires development plans to identify areas of search where surface coal extraction is likely to be acceptable during the plan period. As the reserve can only be worked where it is found it is proposed that these areas become broad areas of search but refine them further to protect sensitive environmental and landscape assets and communities from development.

#### **Historic Battlefields (new policy)**

There is no specific policy for Historic Battlefields because at the time of adopting the current LDP, there were none designated by Historic Environment Scotland (HES) in Dumfries and Galloway. However, HES added the site of the Battle of Sark near Gretna to the list of Scotland's Inventory of Historic Battlefields in August 2016. In order to protect such designations within the region, an additional policy is proposed.

#### **Enabling Development (new policy)**

There is no reference in any of the existing policies to enabling development in the current LDP. Enabling development could assist in raising finances for the bringing back into use of vacant or derelict designated heritage assets whilst also providing clarity over where enabling development might be appropriate.

#### **NE7: Trees and Development**

It has been found that some of the policy wording of NE7: Trees and Development is inaccurate and that there are elements missing in order to fully assess proposals. These elements include, promotion of additional tree planting, encouraging planting appropriate to its location, long term maintenance arrangements and clarity over replacement planting. It is also proposed to include the consideration of the impact of development on protected trees.

#### **NE8: Tree Preservation Orders**

It is proposed to delete policy NE8: Tree Preservation Orders as the amendments outlined for NE7 above will now cover the elements lost in the deletion of Policy NE8.

#### **CF3: Open Space**

It is considered that this policy should be amended to ensure that it includes maintenance of open space and further text should be added to cover a presumption in favour of proposals for allotments.

#### **IN2: Wind Energy Development**

SPP has been updated since the examination report was received and as a result the Spatial Framework map and associated wording in Policy IN2 do not meet the current requirements of SPP. It is proposed to update both the Policy wording and the Spatial Framework Map to ensure they are SPP compliant.

#### **Temporary Anemometer Masts (new policy)**

A new policy is proposed in respect of temporary anemometer masts in the interests of clarity.

## **T2: Location of Development/Accessibility**

The policy should be amended to ensure that it distinguishes between the location of development and general accessibility and sets out access requirements to development sites in order to provide further clarity.

6.10 Table 7 below provides the SEA scores for the proposed major revisions to the policy framework of LDP2. Tables 8-10 provide the SEA scores for those policies where there Preferred and Alternative approaches.

### **Other Proposed Approaches**

6.11 Two approaches are set out in the MIR in relation to the identification of search areas for surface coal extraction as part of policy ED15: Minerals. These approaches relate to the presentation of information and information sources to assess proposals and are not considered in themselves to relate to separate alternatives requiring individual SEA assessments outside of the policy assessments shown below in Table 7.

6.12 Two approaches are set out in the MIR in relation to Policy H3: Housing in the Countryside. The preferred approach proposes to carry on with the policy approach set out in the adopted LDP with a few minor changes to the policy wording and to the supplementary guidance. An alternative approach is also suggested that would identify accessible or pressured rural areas around the larger settlements and within these areas development opportunities might be more limited. Table 11 below provides an assessment of these approaches.

### **Supplementary Guidance (SG)**

6.13 SG supports and supplements the corresponding policy in the plan. It is considered that as they do not introduce any new factors, the corresponding policy assessment relates to the SG as well. Therefore, it is expected at the time of their adoption that a screening determination process only will be carried out. However, this will be decided on an individual basis for each SG as they are adopted.



## Scoring Guidance

Impact	Significant positive impact	Positive impact	Neutral impact	Unknown impact	Both Positive and Negative impacts	Negative impact	Significant negative impact
Score Symbol	++	+	0	?	+/-	x	xx

It should be noted that the scores indicated are post mitigation. Where negative effects have been identified the mitigation measures, including assessments under other policies, are noted. Where the MIR sets out more than one approach to specific parts of the policy framework these are set out in individual tables below (Tables 8-10).

Table 7: Assessment of Major Changes to the Policy Framework

Policy Ref	Policy Aim	SEA Topic										Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
Major Projects (new policy)	To encourage and support major project development proposals throughout the region.	0	+	0	0	0	+	0	0	?	This policy supports and promotes sustainable developments of a larger scale and regeneration schemes which assist in growing the region's economy in a sustainable way.  <b>UPDATE: This policy has not been brought forward into Proposed Plan.</b>	
ED15: Minerals	To safeguard all mineral resources which are of economic or conservation value and ensure they are not sterilised by other	0	+	0	0	0	+	0	0	x	This policy safeguards mineral deposits from development that might sterilise their extraction. The policy supports extraction of minerals as an economic activity however recognises that full consideration needs to be given to the environmental consequences that may result in terms of	

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
	development. To set out the factors that development proposals need to address.										emissions, biodiversity, soil, or landscape, and aims to ensure that these have a neutral impact. The landscape impacts of mineral extraction can be long term and cover extensive areas and although schemes will include restoration this will often not be expected for a long time in the future. UPDATE: Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies.  UPDATE: This policy has been brought forward into Proposed Plan
Historic Battlefields (new policy)	To preserve the significance of Scotland's nationally important historic battlefields.	0	0	0	0	0	0	0	+	+	This policy seeks to ensure that development preserves, conserves or enhance the character, setting and features of historic battlefields  UPDATE: This policy has been brought forward into Proposed Plan
Enabling Development (new policy)	To facilitate the restoration of historic assets.	0	0	0	0	0	0	0	+	0	This policy will support appropriate development that is required to fund the restoration of listed buildings and other historic assets in appropriate circumstances.  UPDATE: This policy has been brought forward into Proposed Plan
NE7: Trees and Development	To promote, retain and enhance the local landscape character	+	0	0	0	0	0	0	0	+	This policy promotes the planting, retention and maintenance of trees on development sites in the interests of landscape character and visual amenity and also provides benefits to biodiversity and habitats  UPDATE: This policy has been brought

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
											forward into Proposed Plan
CF3: Open Space	To encourage physical activity / improve health and wellbeing; To protect and provide amenity, recreation opportunities and enhance biodiversity and green networks	+	+	0	0	0	0	0	0	+	This policy supports the protection, provision and maintenance of open spaces including allotments thereby providing benefits to biodiversity and habitats, active recreation and the landscape setting of settlements.  UPDATE: This policy has been brought forward into Proposed Plan
IN2:Wind Energy	To encourage wind energy development in appropriate locations where they do not adversely affect other interests	0	0	0	0	0	0	+	0	+/x	The promotion of renewable energy is considered to be beneficial in terms of maximising natural resource efficiency and establishing a better use of energy sources. Wind energy developments can potentially have a significant detrimental effect on the landscape. Positive impacts can could occur through changes to land management. The spatial framework and supporting maps and the supplementary guidance provides a means of indicating the areas that are most sensitive to such developments and aims to guide developments to those areas that have less sensitivity.  UPDATE: This policy has been brought forward into Proposed Plan
Temporary Anemometer Masts (new policy)	To ensure new developments do not result in detrimental impacts	0	0	0	0	0	0	0	0	0	This policy ensures that there are no detrimental impacts in terms of landscape and visual amenity or the cultural and natural heritage in relation to the temporary siting of anemometer masts.

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
											UPDATE: This policy has not been brought forward into the Proposed Plan.
T2: Location of Development/ Accessibility	To improve accessibility for all users; To reduce carbon emissions from transport; To achieve principles set out in Designing Streets; To encourage physical activity; To ensure appropriate access to development sites.	0	+	0	0	+	0	+	0	0	This policy promotes active travel and ensures that new development is accessible to sustainable transport modes assisting in air quality and reducing greenhouse gases.  UPDATE: This policy has been brought forward into Proposed Plan

Table 8: Assessment of The Preferred Option and Alternative Approaches to the Town Centre Retail Policies

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Preferred Option											

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Amend ED5 and delete ED7											
ED5: Development in Town Centres	To encourage a range of town centre uses. Proposals must demonstrate they will add to: vitality and viability, character and amenity, general retail role and visual amenity of the town centre.	0	+	0	0	0	+	+	+	+	By centralising facilities in town centres that are easy to access and well served by public transport the need to travel is reduced. The policy also encourages the reuse of existing buildings, particularly upper floors which are often underused, and enhancement of the town centre environment.
Alternative Option Retain ED5 and ED7 as per current LDP											
ED5: Development in Town Centres	To encourage a range of town centre uses. Proposals must demonstrate they will add to: vitality and viability, character and amenity, general retail role and visual amenity of the town centre.	0	+	0	0	0	+	+	+	+	By centralising facilities in town centres that are easy to access and well served by public transport the need to travel is reduced. The policy also encourages the reuse of existing buildings, particularly upper floors which are often underused, and enhancement of the town centre environment.
ED7: Prime Retail Frontages in Dumfries and Stranraer	To protect and enhance the core shopping areas of Dumfries and Stranraer	0	+	0	0	0	+	+	+	+	The retention of retail units in the town centres ensures ease of access and reduces the need to travel. The policy also looks to ensure the character and amenity of town centres is enhanced many of which include historic features.

**UPDATE – The preferred approach to amend ED5 and delete ED7 has been taken forward into the Proposed Plan.**

Table 9: Assessment of The Preferred Option and Alternative Approaches to Rural Business and Tourism Policies

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Preferred Option: Combine ED2 and ED10											
ED2: Business, Tourism and Recreation Development in the Rural Area	To support new and existing business and development of tourist attractions and recreation facilities whilst protecting the natural environment asset of Dumfries and Galloway	0	+	0	0	0	+	0	0	?	This policy supports employment opportunities and tourism related development in rural areas, allows for farm diversification to support existing farm businesses and promotes recreational activities. It supports the reuse of existing buildings however care will need to be taken to ensure that developments in the countryside do not adversely impact on the landscape character.
Alternative Option Retain ED2 and ED10 as per current LDP											
ED2: Business Development in the Rural Area	To support new and existing businesses in the rural area.	0	+	0	0	0	+	0	0	?	This policy supports employment opportunities related development in rural areas, allows for farm diversification to support existing farm businesses. It supports the reuse of existing buildings however care will need to be taken to ensure that developments in the countryside do not adversely impact on the landscape character.
ED10: Tourism	To support development of tourist attractions and facilities whilst protecting the natural environment asset of Dumfries and Galloway.	0	+	0	0	0	+	0	0	?	This policy supports tourism development and promotes recreational activities. It supports the reuse of existing buildings however care will need to be taken to ensure that developments in the countryside do not adversely impact on the landscape character.

UPDATE – The alternative approach to retain ED2 and ED10 as per current LDP has been taken forward into Proposed Plan.

Table 10: Assessment of The Preferred Option and Alternative Approaches to Dark Skies

Policy Ref	Policy Aim	SEA Topic									Comments/Mitigation
		Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Preferred Option: Expand ED12 to include areas within and outwith the Dark Skies Park											
ED12: Dark Skies	To ensure new developments do not jeopardise this unique regional (and national) tourism asset and to support a dark sky environment for the whole region.	+	+	0	0	0	+	+	0	+	The reduction in artificial lighting, particularly in rural areas, can assist in providing natural environments and habitats. It can also assist in ensuring natural views and that external lighting is not detrimental to the natural landscape within the Dark Sky Park and to areas outwith the designated area. There are also benefits to human health in terms of assisting with better sleep patterns and to the use of a more energy efficient light source through the use of LED lights
Alternative Option Retain ED12 as per the current LDP											
ED12: Dark Skies	To ensure new developments do not jeopardise this unique regional (and national) tourism asset.	+	+	0	0	0	+	+	0	+	The reduction in artificial lighting, particularly in rural areas, can assist in ensuring more natural environments and habitats and can also assist in ensuring natural views and ensuring that external lighting is not detrimental to the natural landscape within the Dark Sky Park There are also benefits to human health in terms of assisting with better sleep patterns and to the use of a more energy efficient light source through the use of LED lights

UPDATE – The preferred approach to expand ED12 to include areas within and outwith the Dark Skies Park has been taken forward into Proposed Plan.

Table 11: Assessment of The Preferred Option and Alternative Approaches to Remote Areas in the Countryside

Approach	SEA Topic									Comments/Mitigation
	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Preferred Approach – H3: Housing in the Countryside (revised)	0	+/x	0	0	0	0	x	0	?	Although this approach provides opportunities to provide access to some additional housing in the countryside, it is unlikely that these areas will be well served by public transport and, therefore, does not support a reduction in the need to travel. The policy allows for residential development in rural areas and great care will need to be given to ensure it is does not result in sporadic development which is detrimental to the landscape setting and character of the area. Considerations set out in OP1c and OP2 will need to be taken into account. <b>UPDATE: Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies.</b>
Alternative Approach – Identification of accessible or pressured rural areas around larger settlements	0	+/x	0	0	0	0	x	0	?	Although this approach provides opportunities to provide access to some additional housing in the countryside, it is unlikely that these areas will be well served by public transport and, therefore, does not support a reduction in the need to travel. The policy allows for residential development in rural areas and great care will need to be given to ensure it is does not result in sporadic development which is detrimental to the landscape setting and character of the area. Considerations set out in OP1c and OP2 will need to be taken into account.

**UPDATE – The preferred approach to revise policy H3 has been taken forward in Proposed Plan.**



## 7.0 Housing Land Requirement, Employment Land and Assessment of Sites

### Housing Land Requirement

7.1 LDP2 is informed by a Housing Need and Demand Assessment (HNDA), prepared in line with the Scottish Government HNDA Guidance. Dumfries & Galloway Council's HNDA2 was approved as 'robust and credible' by the Scottish Government's Centre for Housing Market Analysis in Aug 2016. HNDA2 provides an estimate of the additional housing units required in the future to meet the housing need over the Plan period (2016-2029) across all housing tenures. From these figures, the Council then sets out the housing supply target (separated into affordable and market sector) and the housing land requirement (HLR) for each housing market area in the plan area up to year 10 from the expected year of adoption. The HLR is divided between the 6 Housing Market Areas (HMAs) taking into account their individual circumstances.

7.2 The housing supply target is the planning and housing authority's view of the housing to be delivered over the development plan period. The target is a policy view of the number of homes that the authority has agreed can actually be delivered in each functional housing market area over the plan period. It should take into account wider economic, social and environmental factors and reflect the HNDA2 estimates.

7.3 The HLR is the housing supply target with the addition of a generous margin. The purpose of generosity is to provide greater choice and flexibility in the allocated land supply to ensure that more than enough land is allocated to ensure that the housing supply target can be met. The addition of generosity to the housing land supply will allow for unforeseen circumstances and permit additional development to take place should more delivery be possible within the plan period than originally envisaged.

7.4 A full explanation of the factors that have been taken into account in arriving at the housing supply target and the HLR are set out in the housing land requirement technical paper which is published alongside the MIR.

7.5 The HLR can be met from a number of sources, most notably sites from the established land supply which are effective or expected to become effective in the plan period (allocations in the current LDP), sites with planning permission, proposed new land allocations, and, in some cases, a proportion of windfall development.

Table 12: Housing Land Requirement

HMA	Housing Land Requirement		
	Market	Affordable	Total
Annan	487	235	722
Dumfries	2,671	857	3,528

Eskdale	50	50	100
Mid Galloway	470	218	688
Stewartry	706	302	1,008
Stranraer	454	235	689
Dumfries & Galloway	4,838	1,897	6,735

### **Employment Land**

7.6 The Workspace and Employment Land Study will inform the LDP in terms of the supply of land for business and industry. The aim of the Study is to develop an understanding of how best to ensure the supply of workspace and employment sites in the Region is available to meet the needs of current and prospective businesses and to ensure that where there is market failure this can be properly addressed through appropriate interventions. The existing land supply for business and industry sites can be met from a number of sources, most notably sites from the established land supply which are effective or expected to become effective in the plan period (allocations in the current LDP), sites with planning permission, and proposed new land allocations. A review of the existing land supply is underway to ensure it meets the requirements of market demand and to examine the constrained sites and factors that require to be overcome in order to bring sites to market.

### **Assessment of Sites**

7.7 The majority of sites allocated within the current LDP are still available for development and are likely to be brought forward into LDP2. Individual site assessments can be found in the Site Assessments supporting document. The summary of the SEA assessment for those sites that are currently allocated in the LDP and are identified as preferred or alternative within the MIR can be found in Appendix 4, whilst the full assessment can be found in the site assessment supporting document. A small number of existing allocated sites have been found to have negative impacts that cannot be mitigated or are proposed to be deleted from the plan for other reasons which are highlighted in the assessment.

**UPDATE: At Proposed Plan stage, updated schedules of development sites have been prepared which list all proposed development sites (housing, business and industry, mixed use and community facilities use). These comprise of sites being brought forward from the adopted plan and proposed during the Call for Sites and Main Issues Report consultation stages.**

7.8 The sites that will be allocated within LDP2 are likely to have significant cumulative environmental impacts, however, these can be reduced through site-specific mitigation measures, and through the implementation of the policies in the plan. Mitigation measures have been included in the site guidance for allocated sites within the current LDP and this approach is proposed to be continued in LDP2. The potential for a range of positive impacts, and for potential

environmental enhancements, has also been identified.

7.9 Cumulatively, the proposals in the plan are likely to have significant adverse impacts on air quality and greenhouse gas emissions, particularly through increased emissions from road transport and domestic energy consumption. However, most of the sites are accessible by active travel and public transport, so there is the potential to promote and encourage these modes.

7.10 The Dumfries and Galloway Royal Infirmary is in the process of relocating which will result in new uses being considered for the existing site in the south of Dumfries. As yet there are no firm proposals for the redevelopment of this site and as a result no site assessment has been carried out for it at the time of the MIR. The site is shown in the MIR for information purposes only. Should firm proposals come forward for the site and it be included as an allocation in the Proposed Plan then a full site assessment will be carried out as part of an updated/supplementary Environmental Report at that time.

7.11 There is potential for significant negative impacts on historic sites and buildings, and on landscape character: where possible, recommendations for mitigating these impacts will be made in the site guidance; and the application of historic environment, landscape and layout and design policies in the plan should also help reduce the impacts.

7.12 There is potential for significant impacts to the water environment, and for increased flood risk. Opportunities for mitigating negative impacts, including implementing measures identified in flood risk assessments or drainage impact assessments and avoiding development on certain parts of sites, have been identified in the site assessments; the application of water and flooding policies in the plan should also reduce the impacts of new developments. Where significant impacts have been identified and either or both the Council's Flood Risk Management Team and SEPA have objected in principle to development of the site these are not proposed to be included in LDP2.

7.13 There is also the potential for adverse impacts on species and habitats: site-specific mitigation measures, including surveys, will be recommended in the site guidance; and implementation of the plan's biodiversity and green network policies should reduce the negative impacts and deliver environmental improvements.

7.14 The sites have the potential to deliver health benefits as developments will provide employment opportunities, provide facilities and amenities or support services and facilities in the area through increasing the local population. Where possible sites lie in close proximity to the footpaths and cycleways and to existing open spaces or will require the provision of additional or improved open spaces through developer contributions.

7.15 There is potential on all sites to for sustainable development which would result in environmental benefits. This can take many forms from the use of sustainable construction techniques and to designing for solar gain or providing shelter by planting tree belts. This will very much depend on the implementation of the policies within the plan that support sustainable development.

## 8.0 Summary of Results

8.1 Monitoring and assessing the current LDP to produce the MIR for LDP2 has been an iterative process with environmental protection being a key consideration throughout the process. As a result the proposals and sites contained within the MIR seek to avoid significant adverse effects on the environment. This has been achieved initially through amending, deleting or introducing new policies or site specific proposals that were causing a negative effect, for example by proposing not to include (deleting) a particular site as a development allocation.

8.2 Overall the majority of environmental effects identified in relation to the policy framework, as would be expected, are generally neutral or minimal. There are no preferred policy options or proposals to be included in the MIR that will have a significant adverse environmental impact either alone or cumulatively with other proposals or plans.

8.3 In any particular case a number of different policies may come into play. Over time many different applications are expected to come forward. Thus, while the MIR intends to secure positive cumulative and synergistic effects through the application of its policy framework, it is considered impractical to identify specific cumulative and synergistic effects. The minor negatives identified for policies mean that significant negative cumulative and synergistic effects are not expected to arise.

**UPDATE: Appendix 2 has been updated to consider any cumulative or synergistic effects.**

8.4 On the whole, the majority of environmental effects identified in relation to the potential development of the recommended sites are neutral. However, negative effects are noted predominantly in relation to proposals located on both greenfield land and prime agricultural land along with possible landscape impacts. These can be difficult to mitigate in a large rural region where brownfield sites are limited in both their supply and location and where whole settlements may be surrounded by prime agricultural land. There may also be minor negative impacts in relation to existing and proposed industrial uses and also to large sites that might generate high levels of traffic. It should be noted that positive effects have been identified generally in relation to access to housing and job opportunities, the ease of access to services and facilities and in relation to designing new developments with climate change in mind. Many effects which would be negative, such as flood risk and contamination, are expected to be mitigated through investigation and implementation of any measures found thus resulting in an overall neutral position.

8.5 If the recommended sites are taken forward to the Proposed Plan, any negative environmental effects will be acknowledged within the specific site guidance that outlines potential measures to mitigate against these and asks developers for further assessment and measures to ensure an acceptable scheme is prepared.

**UPDATE: Mitigation measures are set out in site guidance in Proposed Plan.**

## **9.0 Monitoring**

9.1 Following the adoption of LDP2, the Council as Responsible Authority is required to monitor the significant environmental effects of the implementation of the Plan in accordance with Section 19 of the Act. The monitoring should enable the identification of significant environmental effects arising from the implementation of the plan and any unforeseen effects.

9.2 The Planning etc. (Scotland) Act 2006 requires local planning authorities to prepare a Monitoring Statement, to be published alongside the MIR, focusing on the wider impact of the plan. The SOER has also been prepared which monitors trends and environmental changes. Indicators have been developed to monitor the environmental impacts of LDP2 and these are set out in Table 2. Trends outlined in the SOER are considered in relation to these indicators. These documents will inform the identification of issues for the plan making process in the future.

9.3 The specific measures that are to be taken to monitor the significant environmental effects of the implementation of LDP2 will form part of the post-adoption statement prepared as soon as reasonably practicable after the adoption of LDP2 in accordance with Section 18 of the Act.

## 10.0 Next Steps

10.1 The public consultation period on the Proposed Local Development Plan 2 and Environmental Report commences on the 29<sup>th</sup> January and ends 4pm on 30<sup>th</sup> April 2018 allowing for a 8 week period of representations. During this time

responses to the consultation can be submitted by:

E-mail to: [ldp@dumgal.gov.uk](mailto:ldp@dumgal.gov.uk).

Or in writing to: Development Planning, Dumfries and Galloway Council, Kirkbank House, English Street, Dumfries, DG1 2HS

10.2 You may wish to comment on the following aspects of the Environmental Report:

- Are there any other environmental objectives included in other plans, programmes and strategies that the assessment should take account of?
- Have all the important aspects of the environment– including problems – been captured?
- Do you agree with the environmental assessment of the options, policies and proposals?
- Are the mitigation measures identified to address negative impacts suitable?
- Do you have any views on how the significant effects of the implementation of LDP2 should be monitored including the indicators to be used?

10.3 Following the Proposed Plan period of representations as set out above, an Examination of the Proposed Plan will be undertaken by a Reporter appointed by Scottish Government. The Reporter will assess the representations received to the Proposed Plan and may recommend changes prior to the adoption of the plan.

### Habitats Regulations Appraisal

10.4 Article 6(3) of the EC Habitats Directive requires that any plan, which is not directly connected with or necessary to the management of a European site, but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment' of its implications for the European site in view of the site's conservation objectives. With reference to SNH's Aligning Development Planning Procedures with Habitats Regulations Appraisal (HRA) (January 2015), whilst the SEA process will offer an opportunity for the early identification of any likely significant effects on European sites it is not usually practical to undertake the full HRA process for a MIR. HRA will therefore be carried out at the Proposed Plan stage.

## Appendix 1

### Relevant Legislation Plans Policies and Strategies and Related Environmental Objectives

Topic	Name of Plan/Programme	Summary of Environmental Objectives
<b>General</b>		
Environmental Assessment (Scotland) Act 2005		Sets out the requirement for SEA for relevant plans, programmes and strategies
Scottish Planning Policy (SG) 2014		SPP sets out the purpose of the planning system and core principles for its operation. Provides planning guidance on specific issues and topics.
National Planning Framework for Scotland 3 (SG) 2014		NPF3 provides guidance on nationally important land use planning issues. In relation to D&G it looks to the strengthen key ports and strategic transport corridors and infrastructure; consideration of potential business opportunities through proximity to Ireland and Cumbria, particularly in terms of leisure and tourism; consideration of potential for developing the region's strengths in forestry, quality produce and as a place to live and work
Dumfries and Galloway Interim Local Outcome Improvement Plan 2016		Identifies the region's key characteristics and sets out areas for improvement in delivering key services
Dumfries and Galloway Local Development Plan (DGC) 2014		Provides the strategic and detailed planning policy framework for decisions within the region
<b>Biodiversity Fauna and Flora</b>		
Conservation (Natural Habitats, &c.) Regulations 1994 (Amended 2012)		The regulations cover requirements for: <ul style="list-style-type: none"> <li>• sites that are internationally important for threatened habitats and species – i.e. Natura sites;</li> <li>• species requiring strict protection – i.e. European protected species</li> <li>• other aspects of the Habitats Directive</li> </ul>
Nature Conservation (Scotland) Act 2004		The Act provides a duty for public bodies to further conservation of biodiversity and have regard to the Scottish Biodiversity Strategy
Wildlife and Natural Environment Act (Scotland) 2011		The Act includes a range of biodiversity related legislation, including that related to non-native species.
Scotland's Biodiversity: It's in your hands (SG) 2004		This document is designated the Scottish Biodiversity Strategy. The Strategy aims to conserve biodiversity for the health, enjoyment and well being of the people of Scotland now and in the future. It has the following objectives: <ul style="list-style-type: none"> <li>• Halt the loss of biodiversity and continue to</li> </ul>

	<p>reserve previous losses through targeted action for species and habitats</p> <ul style="list-style-type: none"> <li>• Increase awareness, understanding and enjoyment of biodiversity and engage many more people in conservation and enhancement</li> <li>• Restore and enhance biodiversity in all out urban, rural and marine environments through better planning, design and practice</li> <li>• To develop an effective management framework that ensures biodiversity is taken into account in all decision making</li> <li>• Ensure that the best new and existing knowledge is available to all policy makers and practitioners</li> </ul>
2020 Challenge for Scotland's Biodiversity – A Strategy for the conservation and enhancement of biodiversity in Scotland (SG) 2013	<p>This document supplements the Scottish Biodiversity Strategy above, updating and providing further detail in relation to certain aspects and responding to new international targets. It's aims are as follows:</p> <ul style="list-style-type: none"> <li>• protect and restore biodiversity on land and in our seas, and to support healthier ecosystems.</li> <li>• connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment.</li> <li>• maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.</li> </ul>
Dumfries and Galloway Local Biodiversity Action Plan (D&G Biodiversity Partnership) 2009	<p>The LBAP aims to:</p> <ul style="list-style-type: none"> <li>• conserve, enhance and re-create biodiversity at the landscape scale</li> <li>• conserve genetic diversity</li> <li>• incorporate biodiversity into all relevant decision making</li> <li>• raise biodiversity awareness, understanding and engagement</li> <li>• allow natural processes to operate wherever practicable</li> <li>• enhance local distinctiveness</li> </ul>
<b>Population and Human Health</b>	
Land Reform (Scotland) Act 2003	Establishes the statutory rights of access to land and inland water for outdoor recreation.
Regional Economic Strategy 2015-2020 (DGC) 2015	The strategy discusses issues faced by the region's economy and agrees a series of focused actions to address these and deliver beneficial change to economic well-being.
Open Space Strategy (DGC) 2014	The strategy is a five year plan to inform decision making on open space, present the vision for new and improved open space and protecting existing



	valuable and valued areas. One of its main aims is to ensure that the majority of residents in the region have access to good quality open space.
The Dumfries & Galloway Outdoor Access Strategy 2012-2017 (DGC)	The Strategy provides a vision for outdoor access and the strategic framework for planning, managing and developing access in Dumfries & Galloway.
Dumfries and Galloway Active Travel Strategy (DGC) 2015	The aim of the strategy is to increase walking and cycling within the region
D&G Core Paths Plan (DGC) 2013	The Land Reform Act requires the Council to formulate a basic framework of paths that will serve the needs of residents and visitors throughout the region.
<b>Soil</b>	
The Scottish Soil Framework (SG) 2009	To promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland, achieved through targeted activities including reducing soil erosion; greenhouse gas emissions from soil contamination
Carbon-rich soil, deep peat and priority peatland habitats map (SNH) 2016	To provide information on the location of Carbon rich soils, deep peat and priority peatland habitats.
Dumfries and Galloway Shoreline Management Plan (DGC & SNH) 2005	The document is an initial step in developing a coastal defence strategy for the Dumfries and Galloway coastline allowing future defence options to be considered in a consistent manner, and helping with the long term development along the coasts of Scotland. The plan helps to identify the investment needed to safeguard human lives, and a wide range of assets, from the threat posed by the sea.
<b>Water</b>	
Water Environment and Water Services (Scotland) Act 2003	The Act set out a River Basin Management Planning (RBMP) process to achieve environmental improvements to protect and improve the water environment in a sustainable way and controls activities related to the water environment.
Flood Risk Management (Scotland) Act 2009	The Act makes provisions for the following: <ul style="list-style-type: none"> <li>• assessment and management of flood risks (implementing Directive 2007/60/EC)</li> <li>• local authorities' and SEPA's functions in flood risk management</li> </ul>
Solway Tweed River Basin Management Plan (SEPA) 2009 (currently under review)	The Plan sets out objectives for the sustainable management of the river basin district's waterways and water bodies and provides a vision for the water environment until 2027 laying out the actions

	required to produce environmental improvements during the next few years and into the future.
<b>Air</b>	
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DEFRA) 2011	This air quality strategy sets out air quality objectives and policy options to further improve air quality in the UK. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.
<b>Material Assets</b>	
Scotland's Zero Waste Plan (SG) 2010	Scotland's Zero Waste Plan sets out the Scottish Government's vision for a zero waste society, one where all types of waste are dealt with, regardless of where they came from. This vision describes a Scotland where resource use is minimised, valuable resources are not disposed of in landfills, and most waste is sorted, leaving only limited amounts to be treated. The plan sets recycling and landfill reduction targets to help realise the full resources potential of waste.
Waste Resource Management Strategy 2012-2020 (DGC) 2012	The Plan provides a framework for waste management services in D&G
Regional Transport Strategy (SWESTRANS) 2008	The Strategy sets out the transport vision for the region including the connectivity required to sustain and enhance the economy and communities, whilst minimising the environmental impacts of transport. The strategy also promotes the maintenance and improvement of transport infrastructure and services throughout the area.
Local Transport Strategy 2011-2016 (DGC)	The document sets out Dumfries and Galloway Council's Action Plan for transport in the area and seeks to address identified local problems, building upon extensive work undertaken to explore localised transport issues. The LTS is focussed upon local networks and services whilst the RTS focuses upon wider connectivity.
Scotland Heat Map (SG) 2014	The heat map identifies where there are opportunities for decentralised energy projects across Scotland. It can be used to identify where there are opportunities for heat networks, to assess heat density and proximity to heat sources.
<b>Climatic Factors</b>	
Climate Change (Scotland) Act 2009	The Act sets targets for the reduction of greenhouse gas emissions and makes provision on mitigation and adaptation to climate change, energy efficiency and reduction and recycling waste.

Land Use Strategy: Getting the best from our land (SG) 2011 (currently under review)	A national land-use strategy has been prepared under the 2009 Act which identifies key principles for the sustainable use of land
Carbon Management Plan 2 (DGC) 2012	The strategy outlines systems and projects to coordinate the sustainable achievement of carbon emission reduction targets.
<b>Cultural Heritage</b>	
Historic Environment Strategy for Scotland (HESS): Our Place in Time 2014	The strategy sets out the Scottish Government overarching principles and strategic objectives to achieve the vision and better understand, protect and value our historic environment.
Historic Environment Scotland Policy Statement [HESPS], June 2016	The policy provides the following functions: <ul style="list-style-type: none"> <li>• sets out policies for the historic environment</li> <li>• provides greater policy direction for Historic Environment Scotland</li> <li>• provides a framework to inform work of organisations with a role and interest in managing the historic environment</li> </ul>
<b>Landscape</b>	
D&G Landscape Assessment (SNH) 1998 [currently under review]	This document provides a detailed assessment of the landscape character of the region and considers the likely pressures and opportunities for change in the landscape. The Assessment also assesses the sensitivity of the landscape to change and includes guidelines indicating how landscape character may be conserved, enhanced or restructured as appropriate.
The Special Qualities of NSAs, SNH Report no. 374 (2010)	This document includes information relating to the landscape qualities that make each NSA special within Scotland following survey work carried out in 2007 & 2008 by Scottish Natural
NSA Management Plans for each of the three NSAs: East Stewartry Coast Fleet Valley Nith Estuary	These documents provide an agreed approach to the future of the areas, offering better guidance and advice on how to invest resources in a more focused way.

## Appendix 2: Policy Assessment Matrix

### Scoring Guidance

Impact	Significant positive impact	Positive impact	Neutral impact	Unknown impact	Both Positive and Negative impacts	Negative impact	Significant negative impact
Score Symbol	++	+	0	?	+/-	x	xx

It should be noted that the scores indicated are post mitigation. Where negative effects have been identified the mitigation measures, including assessments under other policies, are noted.

#### A: Policies to be retained and carried into LDP2

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
<b>Overarching Policies</b>													
OP1a: General Amenity			X	0	+	+	+	+	0	0	0	0	This policy assists in ensuring that development would not detrimentally impact on the amenity of residents to an unacceptable level, or result in unacceptable environmental pollution to soil, water and air assets.
OP1b: Historic Environment	To preserve the special significance, traditional features and local identity of the historic environment of the region		X	0	0	0	0	0	0	0	+	0	This policy would ensure that development proposals would protect and/or enhance cultural heritage assets.

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
OP1c: Landscape	To respect, protect and enhance landscape character, scenic qualities and features	X		0	0	0	0	0	0	0	0	0	+	The policy would ensure that development proposals would respect, protect and/or enhance the region's rich landscape.
OP1d: Biodiversity and Geodiversity	To respect, protect and enhance biodiversity and geodiversity interests	X		+	0	+	+	0	0	0	0	0	0	This policy would ensure that development proposals would respect, protect and/or enhance the region's rich and distinct biodiversity and geodiversity including those interests impacting on water and soil assets.
OP1e: Transport and Travel	To minimise the need for travel by car and encourage more sustainable forms of travel		X	0	+	0	0	+	0	+	0	0	0	This policy would ensure that development proposals encourage different modes of travel, including active travel, thereby reducing emissions and improving air quality.
OP1g: Water Environment	To recognise protection or enhancement of water quality and water quantity as planning material considerations		X	+	0	0	+	0	0	0	0	0	0	This policy would ensure that development proposals maintain or enhance water quality with benefits to the species that water bodies support.
OP1f: Sustainability	To support sustainable development	X		0	0	0	0	0	+	+	0	0	0	This policy supports sustainable development through the use of low or zero carbon generating technologies.
OP2: Design Quality of New Development	To improve design standards of all development proposals	X		+	+	0	0	0	+	+	+	+	+	This policy would ensure that development proposals achieve a high quality design providing a variety of landscapes and links to

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
	and to ensure that development protects and enhances the built and natural environment												the wider green network, integrated open spaces, adequate waste facilities, integrated sustainability measures and which respect and are sympathetic to local cultural and landscape features.
OP3: Developer Contributions	To seek contributions from developers towards infrastructure and facilities linked to the development.		X	+	+	0	0	0	+	0	0	0	This policy would ensure that development contributions are sought where a need arises towards affordable housing, open space and green networks, education, community facilities, waste management and transport infrastructure.
<b>Economic Development</b>													
ED1: Business and Industry	ED1a) – To provide confidence of land use to existing businesses and to avoid potential land use conflicts. ED1b) – To accommodate inward investment opportunities or special circumstances which cannot be accommodated within allocated business and industry sites. To promote reuse of brownfield over		X	0	+	0	0	0	+	0	0	0	This policy supports employment opportunities, ensures that developments are compatible with existing land uses and directs development to allocated sites are sites previously in use for business and industry uses. It should be read alongside detailed policies, always including OP1, OP2, and OP3 - that contain the considerations taken into account in site selection.

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
	greenfield sites													
ED3: The Crichton Quarter	To protect this unique regional asset for business, education, leisure and the community in terms of recreation and culture.		X	0	0	0	0	0	0	+	0	+	+	The policy provides support for the development of the Crichton Quarter, enhancing the landscape and historic environment while reusing the buildings on the existing estate
ED4: Chapelcross	To encourage business and industry development proposals		X	0	0	+	0	0	0	+	0	0	0	The policy provides support for re-development on the brownfield land at the former powerstation which will involve the de-contamination of a large area of land in order that it can be reused in the future
ED6: Retail Development	To make sure proposals are located in the right location and that they do not negatively impact on the town centre.	X		0	+	0	0	0	0	+	0	0	0	The policy would ensure that sites can be easily accessed and are served by a range of transport options to reduce the need to travel.
ED8: Town Centre Accessibility	To improve accessibility to the town centre for all by improving pedestrian, cycle and transport facilities, more car and coach parks, protecting the number of car parks currently in place.		X	0	+	0	0	0	0	+	0	0	0	The policy would ensure that town centres can be easily accessed and are served by a range of transport options to reduce the need to travel.
ED9: Neighbourhood	To support small-scale supermarket or		X	0	+	0	0	0	0	+	+	0	0	This policy ensures accessibility to local retail facilities, reducing the need to travel.

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
Centres, Small and Rural Shops	convenience store developments that serve the needs of communities.													
ED11: Galloway and Southern Ayrshire Biosphere	To provide support for the Biosphere Reserve.		X	0	?	0	0	0	+	+	0	0	This policy supports the aims of the biosphere in conservation, learning and research and sustainable development.	
ED13: Fish Farming	Allow fish farming provided there would be no likely significant adverse effects.		X	0	+	0	+	0	0	0	+	+	The policy standard is that there should be no adverse effects on specified environmental receptors.	
ED16: Protection and Restoration of Peat Deposits as Carbon Sinks	Protect and, if possible and appropriate, improve existing peat areas and carbon rich soils as carbon repositories.		X	+	0	+	+	0	+	+	0	+	This policy looks to supporting the biodiversity role that peatland habitats have and their role as natural carbon sinks. Restoration of peatland habitats assists in maintaining the landscape diversity of the region.	
ED17: Advertisements	To accommodate adverts without adversely impacting overall design, built environment, or road safety		X	0	0	0	0	0	0	0	+	+	The implementation of this policy will assist in ensuring the visual amenity of both urban and rural areas are not adversely affected by poorly designed advertisements. UPDATE: There is potential for adverse cumulative impacts.	
<b>Housing</b>														
H1: Housing Land	a) To ensure an effective five year supply of housing land at all times. b) To support	X		x	+	0	0	0	+/x	0	0	0	This policy seeks to connect the spatial strategy with the allocated sites to provide opportunities for residential development. It	



Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
	brownfield/windfall sites.												should be read alongside detailed policies, always including OP1, OP2, and OP3 - that contain the considerations taken into account in site selection. The development of greenfield land and sites that include landscape features such as trees and hedgerow may result in the loss of biodiversity and informal open space associated with them. However, proposals will need to be assessed against the considerations set out in OP1d and NE7. It should be noted that although some of the allocated sites are brownfield the majority are greenfield. Allocating only brownfield sites would not meet the housing supply target nor provide for the necessary distribution of sites across the region. UPDATE: Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies.	
H2: Housing Development in Villages	To support the development of vibrant rural communities by enabling development in villages whilst protecting		X	0	+/x	0	0	0	0	0	?	0	?	Although this policy provides opportunities to provide access to additional housing in villages if development is not matched by employment opportunities it does not support a reduction in the need to travel. The policy allows

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
	the character and landscape setting of the village.												for expansion of villages but great care will need to be given to the landscape settings of villages taking into account the considerations set out in OP1c and OP2. <b>UPDATE:</b> Development may have positive effects on the historic environment through the encouragement of sympathetic development.	
H3: Housing in the Countryside	To support and provide opportunities for housing in the countryside whilst protecting the character and landscape setting	X		0	+/x	0	0	0	0	0	x	0	?	Although this approach provides opportunities to provide access to some additional housing in the countryside, it is unlikely that these areas will be well served by public transport and, therefore, does not support a reduction in the need to travel. The policy allows for residential development in rural areas and great care will need to be given to ensure it does not result in sporadic development which is detrimental to the landscape setting and character of the area. Considerations set out in OP1c and OP2 will need to be taken into account. <b>UPDATE:</b> Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies. Development may have positive

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
													effects on the historic environment through the encouragement of sympathetic development. There is potential for cumulative effects with development application approvals under policies such as ED2.	
H4: Housing Development Immediately Outside Settlement Boundaries	To set out the criteria proposals will be assessed against should there be a shortfall of housing land.		X	0	0	0	0	0	0	0	+	0	+	Where there is a shortfall in housing supply this policy allows extensions to existing settlements which have a number of existing facilities thereby reducing the need to travel.
H5: Affordable Housing	To secure an element of affordable housing in all housing developments over a certain size.		X	0	+	0	0	0	0	0	0	0	0	This policy ensures the provision of affordable housing to assist in equality of good housing provision for all.
H6: Particular Needs Housing	To promote the development of mixed communities by requiring a range of housing types to meet particular needs.		X	0	+	0	0	0	0	0	0	0	0	This policy ensures the provision of housing for those with particular needs to assist in equality of good housing provision for all.
H7: Temporary Residential Development	To enable the provision of temporary accommodation for short term needs.		X	0	+	0	0	0	0	0	0	0	0	This policy ensures that temporary structures are not used as permanent homes as these may not be constructed to provide necessary standards for full time living
H8: Alterations and Extensions to	To prevent inappropriate alterations, extensions or	X		0	+	0	0	0	+	0	0	0	0	This policy supports appropriate extensions, alterations and

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
Houses	annexes being developed that could impact on neighbouring amenity, streetscape or result in overdevelopment												annexes to existing houses ensuring the efficient use of buildings and providing residential opportunities and flexibility. <b>UPDATE:</b> Development may have positive SEA effects on the historic environment through the encouragement of sympathetic development.
<b>Historic Environment</b>													
HE1: Listed Buildings	To preserve the special significance and secure the sensitive re-use of historic buildings with statutory Listed designations.	X		0	0	0	0	0	+	0	+	+	The policy seeks to ensure the protection and, where possible, the sustainable reuse, of listed buildings which help to contribute to their wider setting.
HE2 Conservation Areas	To support development which enhances and preserves conservation areas and their wider setting	X		0	0	0	0	0	0	0	+	+	The policy seeks to ensure the protection and enhancement of conservation areas which also has positive impacts on the wider setting.
HE3: Archaeology	To retain and preserve, where possible, archaeological remains		X	0	0	0	0	0	0	0	+	0	This policy seeks to protect significant archaeological and historic assets.
HE4: Archaeological Sensitive Areas	To retain and preserve, where possible, archaeological remains		X	0	0	0	0	0	0	0	+	+	This policy seeks to protect character and setting of ASAs
HE5: Hadrian's Wall	Seek to protect the setting of Hadrian's Wall		X	0	0	0	0	0	x	0	+	+	This policy protects Hadrian's Wall which is located outwith the

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
	from the inappropriate impact of developments												boundary of Dumfries and Galloway but it is an internationally important archaeological feature. Its presence may result in some wind farms being unacceptable due to their long range visual impact which can be difficult to mitigate against. <b>UPDATE: Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies.</b>	
HE6: Gardens and Designed Landscapes	Seek to protect, and where possible, enhance historic designed landscapes and gardens for their historic significance and amenity interest.		X	0	0	0	0	0	0	0	+	+	This policy protects gardens and designed landscapes, their setting and wider views to and from these locations.	
<b>Natural Environment</b>														
NE1: National Scenic Areas	To retain and preserve the special nature of the landscape character and scenic interest of these areas		X	0	+	0	0	0	0	0	x	0	+	This policy protects NSAs as wider areas of open space and their important landscape character. However, in protecting these areas, they could inhibit the development of visually prominent renewable energy sources such as wind turbines which can be difficult to mitigate against. <b>UPDATE: Negative impacts resulting from this policy</b>

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape		
													will be mitigated through the implementation of other policies including Overarching Policies.	
NE2: Regional Scenic Areas	To retain and preserve the special nature of the landscape character and scenic interest of these areas	X		0	+	0	0	0	0	0	x	0	+	This policy provides some protection for RSAs as wider areas of open space and their important landscape character. However, in protecting these areas, they could inhibit the development of visually prominent renewable energy sources such as wind turbines which can be difficult to mitigate against. UPDATE: Negative impacts resulting from this policy will be mitigated through the implementation of other policies including Overarching Policies.
NE3: Sites of International Importance for Biodiversity	To protect the integrity of these sites		X	+	0	0	0	0	0	0	0	0	0	This policy is about the specific stated biodiversity/nature conservation interests of the site and rules out significant adverse effects relative to the specific nature conservation interests.
NE4: Species of International Importance	To protect populations of European species		X	+	0	0	0	0	0	0	0	0	0	This policy is about the specific stated nature conservation interests of the site and rules out significant adverse effects relative to the specific nature conservation interests.
NE5: Sites of National Importance for Biodiversity and Geodiversity	To protect the integrity of these sites		X	+	0	0	0	0	0	0	0	0	0	This policy is about the specific stated nature conservation and geodiversity interests of the site and rules out significant adverse effects relative to the specific

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
													nature conservation interests.
NE6: Forestry and Woodland	To ensure that in determining forestry proposals, Forestry Commission Scotland are made aware where other interests may be adversely affected	X		+	+	0	0	0	0	+	+	+	This policy encourages a mix of trees and habitats within new planting schemes to aid biodiversity and landscape setting whilst encouraging recreational uses in commercial forests.
NE9: Undeveloped Coast	Protect undeveloped coast from development unless there is no alternative and there would not be adverse environmental or flood risk effects.	X		+	0	+	+	0	+	0	0	+	The policy ensures that issues such as coastal erosion and flood risk are fully considered in development proposals coming forward in coastal areas.
NE10: Erosion and Coastal Protection	To ensure that any coastal defence works do not have material wider adverse effects in terms of coastal erosion or nature conservation.	X		+	0	+	0	0	0	+	0	0	The policy ensures that nature conservation interests are not impacted by coastal defence works whose purpose is to reduce coastal erosion and impacts of sea level changes.
NE11: Supporting the Water Environment	In support of the Solway-Tweed River Basin Management Plan avoid deterioration in waterbody status, and where possible and appropriate secure	X		+	+	0	+	0	0	0	0	0	This policy ensures that development protects and enhances the state of the water environment including the natural heritage interests they support. The policy also protects against adverse impacts on the quality of drinking water and the impacts this could have on public health

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
	improvement.												
NE12: Protection of Water Margins	In support of the Solway-Tweed River Basin Management Plan protect, and where possible and appropriate, improve the amenity and biodiversity of waterbody margins.		X	+	+	+	+	0	0	0	0	+	The policy ensures consideration of natural heritage interests, areas of open space and impacts on landscape setting in protecting water margins whilst also taking into account possible issues of soil erosion and flood risk within these areas
NE13: Agricultural Soil	In support of food security and social resilience protect the better quality agricultural land from development. Protect high carbon soils as repositories of carbon.	X		0	0	+	0	0	+	+	0	0	This policy ensures that great care is taken in considering proposals on scarce good quality agricultural land. Such soils can be used as carbon sinks if they have a high carbon content and equally can be re-used if their removal cannot be avoided.
<b>Community Facilities</b>													
CF1: Community Facilities	To provide new community facilities in sustainable locations. To create and maintain by healthy and vibrant urban and rural centres by safeguarding community facilities.		X	0	+	0	0	0	+	+	0	0	The policy supports the provision of new community facilities to aid well-being and reduce the need to travel but also allowing for the reuse of such buildings in certain circumstances.
CF2: Green Networks	To protect, enhance and avoid fragmentation of green networks.		X	+	+	0	0	0	0	0	0	+	This policy supports the protection and creation of green networks which assist in habitat connections, providing and



Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic									Comments/Mitigation
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
													connecting open space and enhancing the landscape.
CF4: Access Routes	To protect access rights; To encourage physical activity and improve health and wellbeing; To protect amenity, recreation opportunities and enhance biodiversity; enhance green networks.		X	+	+	0	0	0	0	+	0	0	This policy supports the creation of new and protection of existing access routes which are water or land based which assists in habitat connections, providing opportunities for recreation and active travel and enhanced access routes which may reduce the need o travel.
<b>Infrastructure</b>													
IN1: Renewable Energy	To encourage renewable energy development in appropriate locations where they do not adversely affect other interests	X		0	0	0	0	0	+	+	0	0	The policy requires that there be no adverse effects on aspects under all of the SEA topics apart from soil
IN3: New Waste Management Structure	To ensure treatment of waste is accommodated in sustainable locations.	X		0	+	0	0	0	+	0	0	0	The policy supports development for new waste management facilities.
IN4: Protection of Existing Waste Management Infrastructure	To ensure treatment of waste is accommodated in existing locations.		X	0	0	0	0	0	+	0	0	0	This policy safeguards existing waste facilities
IN5: Energy Recovery from Waste	To support energy recovery from waste proposals in appropriate locations.		X	0	0	0	0	0	+	+	0	0	This policy encourages the sustainable management of waste through energy recovery.

Policy Reference	Policy Aim	Minor Change	No Change	SEA Topic								Comments/Mitigation	
				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage		Landscape
IN6: Waste Management Requirements for New Development	To ensure relevant proposals are supported by a Site Waste Management Plan.	X		0	0	0	0	0	+	0	0	0	This policy requires the consideration of sustainable waste management practices.
IN7: Flooding and Development	To avoid new development that would lead to unacceptable flood risk and support implementation of the Flood Risk Management (Scotland) Act 2009	X		0	+	0	+	0	0	0	0	0	This policy ensures that developments are not built where they may be at risk of flooding or result in increasing the risk of flooding elsewhere. Flooding can have impacts on human health.
IN8: Surface Water Drainage and Sustainable Drainage Systems (SuDS)	To support the achievement of good practice in surface water drainage, and thereby secure benefits in terms of amenity, biodiversity, water quality, and water quantity.	X		+	+	0	+	0	0	0	0	0	This policy requires the use of SuDS in the majority of new development to assist in flood risk and the proper disposal of surface water but also to ensure their integration into an overall development in terms of amenity and open space.
IN9: Waste Water Drainage	Require efficient, effective and sustainable use of existing and/or proposed waste water drainage infrastructure.		X	0	+	0	+	0	0	0	0	0	The policy requires new developments to provide an adequate means of waste water drainage in the interests of both public health and water quality.
IN10: Contaminated and Unstable Land	Ensure that end users and neighbours are not subject to unacceptable health risk, and protect		X	+	+	+	0	0	+	0	0	0	This policy requires investigation to take place in relation to contaminated or unstable land in the interests of natural heritage and public health in order to

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				Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Material Assets	Climatic factors	Cultural Heritage	Landscape	
	the natural environment												bring the sites back into active use.
IN11: Telecommunications	To support new telecommunication development and improve network capability and digital participation		X	0	+	0	0	0	+	0	0	0	This policy supports telecommunications development that can bring social and economic benefits to communities. The reuse of existing masts is encouraged.
<b>Transport</b>													
T1: Transport Infrastructure	To support new transport infrastructure projects to improve transport networks and to service development		X	0	+	0	0	0	0	+	0	0	The policy intends to encourage effective use of the existing transport network and encourage accessibility for cyclists and pedestrians
T3: Established Harbours, Marinas and Slipways	Support the commercial and recreational use of harbours		X	0	+	0	0	0	0	+	0	0	This policy supports recreational uses and access to marinas and encourages the utilisation of existing infrastructure.
T4: Freight Transport	To protect strategic freight sites in the appropriate location; encourage road to rail transfer.		X	0	+	0	0	+	0	+	0	0	This policy encourages the transfer of freight from road to rail which would reduce the CO2 emissions from transport but in locations away from more residential areas where they can cause some noise and disturbance.
T5: Former Transportation Routes	To safeguard existing assets/access routes which could be reused		X	0	+	0	0	0	0	+	0	0	This policy promotes the use of former transport routes to provide active transport options and recreation.

### Appendix 3: Proposed Policy Wording – major change to existing policy or new policy proposed

#### ED2: Business, Tourism and Recreational Development in the Rural Area

- a) Proposals which expand existing or create new businesses, tourism or recreational development in the rural area will be considered favourably by the Council if:
- The development is directly used for horticulture, agriculture or forestry operations or proposals appropriate to the area's rural character; or
  - The development is to be used for other business or employment generating uses, provided the Council is satisfied there is an economic and / or operational need for the proposed rural location.

Proposals will be encouraged to locate within or adjoin Local Centres, Villages or Small Building Groups or to reuse traditional buildings.

- b) Farm diversification proposals which support and complement the existing farm business will be encouraged by the Council. Priority should be given to the reuse of existing farm buildings.
- c) The Council will support the provision of a range of high quality serviced and non-serviced tourist accommodation (chalet, caravan, cabin, hut or camping site). Proposals will be supported where they:
- Redevelop or form extensions to existing sites; or
  - Are associated physically with an existing hotel or farm; or
  - Form an integral part of a tourist attraction, facility or recreation facility; or
  - Are situated within an established substantial woodland area which would be retained as part of the overall development.

Where necessary, applicants may be requested to submit a Business Plan to demonstrate the viability of the proposal. In all cases, there will be presumption against tourism accommodation being used for permanent residence.

This policy is supported by supplementary guidance which provides further information on what is meant by substantial woodland and what would need to be submitted to demonstrate an economic and / or operational need for the proposed rural location.

**UPDATE:** This proposed wording is not being brought forward into the Proposed Plan. The alternative approach discussed in Table 9 is being brought forward into the Proposed Plan.

#### Major Development Proposals (new policy)

The Council will encourage development proposals for major projects which would sustain and grow the existing economy (subject to other policies in the Plan being met). Development proposals may be required to be submitted in the form of a masterplan which should follow the guidance set out in the Technical Paper - Masterplans: A Guide for Developers. Priority will be given to the redevelopment of brownfield land.

**UPDATE: This policy is not being brought forward into the Proposed Plan.**

### **ED5: Development in Town Centres**

The Council will encourage and support a range of uses within town centres identified on the inset maps if it can be demonstrated that they will add to:

- the vitality and viability of the town centre; and
- the character and amenity of the immediate area or the town centre in general; and
- the general retail role of the area either individually or cumulatively, having regard to the existing balance between retail and non-retail uses; and
- the visual amenity of the area by providing an attractive frontage appropriate to the location.

Class 3 proposals together with public houses and hot food takeaways should not have a detrimental impact on the amenity of adjacent residential properties.

On upper floors, particularly where property is underutilised, the Council will encourage the retention and development of housing and other complementary town centre uses.

### **ED12: Dark Skies**

#### **a) Galloway Forest Dark Sky Park**

The Council supports the designation of the Galloway Forest Dark Sky Park, and will presume against development proposals that produce levels of lighting which adversely impact on the Dark Sky status of the park.

#### **b) Dark Skies**

The Council will require all development proposals across the region to adopt good lighting principles and practice set out in supplementary guidance.

This policy is supported by supplementary guidance which provides further advice on and examples of good lighting practice.

### **ED15: Minerals**

Proposals for new mineral workings (including surface coal mining) or the extension of existing workings (including surface coal mining) will be supported where the following have been addressed to the satisfaction of the Council:

- disturbance and disruption from noise, blasting and vibration and potential pollution of land, air and water;
- the impact on local communities and residential property, landscape, visual amenity, the historic environment and areas of nature conservation interest during and after development;
- the impact on surface and ground water resources, drainage and fishery interests and soil (see Policy NE13);
- effective and sustainable waste solutions in the reuse of mineral waste or any secondary material;
- the cumulative effect of all of the above, especially if there are already two or more consented sites that could raise similar impacts within 5km of a nearby

settlement;

- a transport assessment demonstrating that the development will not have a significant negative impact on local communities;
- a site restoration scheme where appropriate including an aftercare programme and a financial guarantee to ensure the programme can be fully implemented; and
- an appropriate method statement.

Proposals for surface coal mining will also need to demonstrate that:

- there are local, community or economic interests which would outweigh the likely environmental impacts; or
- the proposal is environmentally acceptable or can be made so.

Permanent development that would result in the sterilisation of mineral resources that are viable at present or that may become viable in future and which either could be extracted in accordance with LDP policy or which are the subject of extraction interest will not be permitted.

This policy is supported by supplementary guidance. The guidance includes maps showing consented extraction sites that are underlain by the mineral reserves that make up the landbank of mineral reserves. It also identifies broad areas where surface coal extraction may be acceptable.

#### **Historic Battlefields (new policy)**

The Council will support development within a site listed in the Inventory of Historic Battlefields where it would not have a significant adverse impact on the character, appearance, setting or key features of the battlefield.

The siting, scale and design of development, new buildings or alterations and extensions to existing buildings must preserve, conserve or enhance the key characteristics of the battlefield. These may include landscape characteristics, key viewpoints which assist the understanding of the battle and any historic assets (particularly archaeological deposits found *in situ*).

The Historic Built Environment Supplementary Guidance identifies where this policy applies.

#### **Enabling Development (new policy)**

New development which, through cross-financing, will result in the re-use of a Listed Building or another identified historic asset/s through restoration, adaptation or repair, may be acceptable where:

- a) it is demonstrated that the proposed development is the only means of funding works to secure the long term use of the Listed Building, or identified historic asset/s, through restoration, adaptation or repair; and
- b) the proposed development is in the vicinity of the Listed Building or identified historic asset/s, the reuse of which it will enable; and
- c) it is demonstrated that the scale of the proposed development represents the minimum necessary (subject to the development costs being independently verified\*) to enable the long term use of the Listed Building or identified

- historic asset; and
- d) the resulting development is of a high quality design in which the setting and historic features of the Listed Building or the other identified historic asset/s are respected.

*[\* the developer will bear the reasonable costs of independent financial advice required to assess the planning application]*

Supplementary Guidance for the Historic Built Environment will include additional information on how enabling development will be assessed.

Supplementary Guidance for the Historic Built Environment will include additional information on how enabling development will be assessed.

### **NE7: Trees and Development**

In assessing development proposals, the Council will support proposals that:

- promote additional tree planting;
- protect and enhance ancient woodland sites
- maintain trees, woodlands, and hedgerows (thereafter referred to as the 'woodland resource') and require developers to incorporate, wherever feasible, the existing woodland resource into their schemes;
- encourage planting of a type, scale, design, age, composition and species mix that is appropriate to its locality and appropriately incorporates the woodland resource into the overall design of the scheme;
- maintain trees, woodlands (in particular ancient and semi-natural woodlands), and hedgerows and require developers to incorporate, wherever feasible, the existing woodland resource into their schemes; and
- show how existing trees will be appropriately protected during the construction period.

In submitting development proposals, details should be provided of the arrangements to be made for the long term maintenance of both the existing woodland resource and any proposed new planting including providing adequate room for further growth.

If it is demonstrated to the satisfaction of the local Council that it is not possible to retain the woodland resource then an appropriate replacement planting scheme will be required to be agreed by the Council. Any such replacement planting scheme should normally be located within the site.

The processes and recommendations contained in BS 5837:2012, and any subsequent revised or amended document, should be taken into account in designing and implementing development proposals.

Where the works to a protected tree or trees forms part of a development proposal, the applicant should also demonstrate that:

- the benefits of the development, including any replacement planting, will outweigh the loss of or potential harm caused by the works to the tree or trees; and
- the development has been designed and located in order to minimise potential adverse impacts on the protected tree or trees.

Supplementary guidance provides further advice and guidance in respect of survey work, designing around trees, new planting, protection during construction, maintenance and removing existing trees.

### **Policy CF3: Open Space**

#### **a) Protection of Open Space**

There will be a presumption against development of open space identified for protection in the LDP inset maps or, in the case of villages, those shown in the open space supplementary guidance. Development of open space for a purpose unrelated to use as open space will not be allowed unless:

- the open space can best be retained and enhanced through the redevelopment of a small part of the site; or
- an adequate and acceptable replacement for the open space lost as a result of the development can be provided and / or paid for by the applicant in an equally convenient and accessible location within the locality; and
- alternative sites have been considered and no other appropriate site can be identified.

Proposals to develop playing fields or sports pitches should be consistent with the terms of the playing fields section of Scottish Planning Policy.

#### **b) Provision of Open Space**

In all housing developments which will, either individually or through phasing, result in the development of 5 or more units, there will be a requirement to provide or contribute towards good quality publicly usable open space (which may also include linkages to wider green networks) in line with the requirements set out in supplementary guidance. Other development may also need to provide or contribute towards open space/green network provision.

Proposals to provide new open space or to enhance existing open space will usually be supported. There will be a presumption in favour of the provision of allotments.

#### **c) Maintenance of Open Space**

The provision of new open space will require to be supported by appropriate maintenance arrangements set out in supplementary guidance.

### **IN2: Wind Energy Assessment of all Windfarm Proposals:**

The Council will support wind energy proposals which are located, sited and designed appropriately. The acceptability\* of any proposed wind energy development, either individually or in combination, will be assessed against the following considerations:

#### **Landscape and visual impact:**

- the extent to which the proposal addresses and takes into account the guidance contained in the Dumfries and Galloway Windfarm Landscape Capacity Study.
- the extent to which the landscape is capable of accommodating the development without significant detrimental impact on landscape character or visual amenity.
- that the design and scale of the proposal is appropriate to the scale and character of its setting, respecting the main features of the site and the wider



environment and that it fully addresses the potential for mitigation.

### **Cumulative Impact**

The extent of any detrimental landscape or visual impact from two or more wind energy developments and the potential for mitigation.

### **Impact on local communities**

The extent of any detrimental impact on communities and local amenity, including assessment of the impacts of noise, shadow flicker, visual dominance and the potential for associated mitigation.

### **Impact on Aviation and Defence Interests**

The extent to which the proposal addresses any impacts arising from location within an area subject to potential aviation and defence constraints, including the Eskdalemuir Safeguard Area.

### **Other Impacts and considerations**

- a) the extent to which the proposal avoids or adequately resolves any other significant adverse impact including:- on the natural and historic environment, cultural heritage, biodiversity; forest and woodlands; and tourism and recreational interests.
- b) the extent to which the proposal addresses any physical site constraints and appropriate provision for decommissioning and restoration.

Further details on this assessment process including its application to smaller capacity windfarms are to be provided through Supplementary Guidance on Wind Energy Development. This will also include mapping of the constraints relevant to the considerations above.

The Spatial Framework Map\*\* (Map...) provides some strategic guidance. However, it must be read in conjunction with the details included in the supplementary guidance and the Dumfries and Galloway Wind Farm Landscape Capacity Study. Map... identifies a number of significant local sensitive receptors to windfarm development, Map... identifies landscape capacity and cumulative thresholds and the content of both will be used to assess windfarm applications

\*Acceptability will be determined through an assessment of the details of the proposal including its benefits and the extent to which its environmental and cumulative impacts can be satisfactorily addressed

\*\* The Spatial Framework Map... relates to one turbine or more over 12m

### **Temporary Anemometer Masts (new policy)**

The Council will support proposals for anemometer masts on a temporary basis, taking into consideration their impact on:

- landscape and visual amenity; and
- cultural and natural heritage

UPDATE: This policy is not being brought forward into the Proposed Plan. Proposals for such developments will be assessed against the criteria set out in the Overarching Policies.

## **T2: Location of Development and Access Requirements**

All development proposals will be expected to:

- prioritise personal travel by mode in the following order: walking, cycling, public transport and lastly car and other motorised vehicles;
- be well served by the most sustainable modes of travel available and provide opportunities for a modal shift from private car use to more sustainable transport, including active travel, wherever possible;
- consider providing electric vehicle charging points as part of the development;
- fit with the policies and recommendations of the Local Transport Strategy.

### **Access Requirements**

- consider accessibility issues early on and ensure street layout and design are part of the design and planning process from the beginning, taking account of statutory equal opportunities obligations relating to accessibility and be designed for the safety and convenience of all potential users;
- incorporate appropriate on and/or off site mitigation measures, where required provided through developer contributions where necessary, which might include: improvements, enhancements or additions to the walking/cycling network (connecting into existing local pedestrian or cycle networks or wider green networks) and public transport services, as well as road improvements and new roads;
- incorporate an appropriate level of parking provision to the maximum standards as outlined in SPP (having regard to the travel modes and services which will be available) and also include adequate cycle parking;

Where site master plans are prepared, they should include consideration of the impact of proposals on the local and strategic road network.

In certain circumstances developers may be required to:

- prepare and implement travel plans to support a development proposal that will result in significant travel generation, by virtue of its size, nature, or location (as determined by the Council);

prepare a Transport Statement or Transport Assessment and implement appropriate mitigation measures where required.

## Appendix 4: Site Summary Assessment Matrix

### Scoring Guidance

Impact	Significant positive	Positive	Neutral	Unknown	Both Positive and Negative	Negative	Significant negative
Score Symbol	++	+	0	?	+/-	x	xx

Site Reference	Site Name	Size (ha)	Existing allocation (Yes/No)	SEA Topic									Comments including the potential for secondary, synergistic and cumulative impacts
				Biodiversity, flora and fauna (B)	Population and human health (PHH)	Soil (S)	Water (W)	Air (A)	Material Assets (MA)	Climatic Factors (CF)	Cultural Heritage (CH)	Landscape (L)	

A74 (M) Chapelcross Business and Industry sites													
A74(M).B&I1	Hangingshaws, Johnstonebridge	20.48	Y	0	X	0	0	?	X	0	0	0	Negative SEA impact in terms of Population and Human Health and Material Assets as distant from community facilities and involves the loss of greenfield land. Unknown impact in terms of Air Quality as site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. UPDATE: Possible cumulative impact on carbon emissions and air quality. This would require to be assessed and any mitigation measures considered as part of the determination of any planning application.
A74(M).B&I2	Hayfield/Newhope, Kirkpatrick	26.24	Y	0	X	0	0	?	X	X	0	0	Negative SEA Impact in terms of Population and Health, Material Assets and Climatic Factors as distant from community facilities,

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
	Fleming												involves the loss of greenfield land and exposed to the prevailing wind, may require greater energy use for heating increasing carbon emissions. Unknown impact in terms of Air Quality as site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. UPDATE: Possible cumulative impact on carbon emissions and air quality. This would require to be assessed and any mitigation measures considered as part of the determination of any planning application.
A74(M).B&I3	Redhouse, Kirkpatrick Fleming	28.19	Y	0	X	0	0	?	X	X	0	0	Negative SEA Impact in terms of Population and Health, Material Assets and Climatic Factors as distant from community facilities, involves the loss of greenfield land and exposed to the prevailing wind, may require greater energy use for heating increasing carbon emissions. Unknown impact in terms of Air Quality as site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. UPDATE: Possible cumulative impact on carbon emissions and air quality. This would require to be assessed and any mitigation measures considered as part of the determination of any planning application.
CPC.B&I1	Chapelcross North	19.43	Y	0	X	?	0	?	+	0	0	0	Positive SEA impact in terms of Material Assets as would involve development of brownfield land. Negative SEA Impact in terms of Population and Health and unknown impact in relation to Soils, and Air Quality. Site is distant from community facilities. Soils - contaminated land assessment required with requirement to assess for radioactive contaminants as well as chemical contaminants and that a detailed desk study should identify the radionuclides of concern for any intrusive investigations. Site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. This would require to be considered and any mitigation measures considered as part of the determination of any planning application.
CPC.B&I2	Chapelcross South	7.13	Y	0	X	?	0	?	+	0	0	0	Positive SEA impact in terms of Material Assets as would involve development of brownfield land. Negative SEA Impact in terms of Population and Health and unknown impact in relation to Soils, and Air Quality. Site is distant from community facilities. Soils - contaminated land assessment required with requirement to assess for radioactive contaminants as well as chemical contaminants and that a detailed desk study should identify the radionuclides of concern for any intrusive investigations. Site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. This

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													would require to be considered and any mitigation measures considered as part of the determination of any planning application.
CPC.B&I3	Chapelcross West	32.37	Y	0	X	?	0	?	+	0	0	0	Positive SEA impact in terms of Material Assets as would involve development of brownfield site. Negative SEA Impact in terms of Population and Health and unknown impact in relation to Soils, and Air Quality. Site is distant from community. Soils - contaminated land assessment required with requirement to assess for radioactive contaminants as well as chemical contaminants and that a detailed desk study should identify the radionuclides of concern for any intrusive investigations. Site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. This would require to be considered and any mitigation measures considered as part of the determination of any planning application.
<b>ANNAN</b>													
ANN.H1	Land north of Windermere Road	5.23	Y	0	+	0	0	0	X	+	0	0	Negative SEA impact as large greenfield site. UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA. Positive impact given proximity to community facilities and rail station.
ANN.H5	land between Scott Street and Seaforth Park	2.94	Y	0	+	X	0	X	0	+	0	X	Negative SEA impact as potential loss of prime agricultural land and greenfield site. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA. Potential noise, dust and visual impact from adjoining bad neighbour use. Given scale of scrapyards operation limited scope to develop mitigation measures. Adjoining land use incompatible with housing development on this site.
ANN.H6	land at Watchhall Road	2.87	Y	0	+	X	0	0	X	0	0	0	Negative SEA impact as potential loss of agricultural land and greenfield site. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA.
ANN.H8 (Northern)	land at Longmeadow House, Elm Road	5.64	Y	0	+	X	0	0	+/x	+	0	0	Negative SEA impact as potential loss of agricultural land and greenfield site. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA. Proximity of site to town centre facilities, school and station. Design requires to preserve the setting and full restoration and re-use of the Longmeadow House. Southerly aspect should ensure maximum solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													UPDATE: This site has been merged with ANN.H8 (Southern) and is named ANN.H8 Land between Hallmeadow Place and Elm Road
ANN.H8 (Southern)	land between Hallmeadow Place and Elm Road	7.49	Y	0	+	X	0	0	X	+	0	0	Negative SEA impact as potential loss of prime agricultural land and greenfield site. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA. Positive impact in terms of Population and Human Health and Climatic Factors given proximity to community facilities and rail station. Southerly aspect should ensure maximum solar gain.  UPDATE: This site has been merged with ANN.H8 (Northern) and is named ANN.H8 Land between Hallmeadow Place and Elm Road
ANN.H202	land at Shawhill Road	0.07	N	0	+/x	0	0	0	0	0	0	0	Negative SEA impact as it would result in the loss of amenity open space. UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Upper Solway Flats and Marshes SPA. Positive impact on population and human health - Within reasonable walking distance to existing community facilities, scope to encourage active travel.
ANN.H204	Watchhall	15.20	N	0	+	0	0	0	X	0	X	XX	UPDATE: Significant negative impact in terms of landscape as topography defines Annan within wider landscape setting and development east of road is inappropriate due to complex visual and landscape character issues. Negative SEA impact in terms of material assets as would involve loss of greenfield site and cultural heritage as extensive area of significant archaeology in central southern portion of site that should be avoided by any development.
ANN.B&I201	South of the A75(T) and East of the B6357	7.53	N	0	+	X	0	?	X	0	0	0	UPDATE; Negative SEA impact in terms of Soils and Material Assets as would involve the loss of prime agricultural and greenfield land. Questionable SEA impact in terms of air quality. Dependent on the type of development and processes involved may introduce significant air emissions. This would require to be considered and any mitigation measures addressed as part of the determination of any planning application. Positive SEA impact in terms of Population and Health as within close walking distance of existing facilities and railway station. Scope to encourage sustainable modes of travel including walking and cycling. All other factors are neutral.
<b>AUCHENCAIRN</b>													

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
AUC.H1	Rear of Main Street	0.91	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
AUC.H2	Church Road	0.42	Y	0	+	?	0	0	X	X	0	0	Minor SEA concerns relating to development on the steep slope to the rear of the site in terms of impact on soil and climate and loss of greenfield site. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
AUC.H201	land to north of Primary School	2.71	N	0	+	0	0	0	X	+	0	+/x	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Development of the site could have positive and negative impact on the landscape given it prominent approach to the settlement, landscaping and careful design should help minimise the impact.
<b>BEATTOCK</b>													
BTK.H202	Main Street	0.71	N	0	+	0	0	0	X	0	?	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities. Scope to encourage active travel and use of sustainable transport. Unknown impact in terms of Cultural Heritage - Great care will be needed not to allow development detrimental to the setting of the adjoining listed building or business.
BTK.H203	Smith Way	3.58	N	0	+	0	0	0	X	0	?	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities. Scope to encourage active travel and use of sustainable transport. Unknown impact in terms of Cultural Heritage - Great care will be needed not to allow development detrimental to the setting of the adjoining listed building or business.
BTK.B&I201	north west, Main Street	4.01	N	0	+	0	0	?	+	0	0	0	Positive SEA impact in terms of Population and Human and Health and Material Assets as proximity of site to community facilities and would involve the development of a brownfield site. Scope to encourage active travel and use of sustainable transport. Unknown impact in terms of Air Quality as potential site for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. This would require

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													to be assessed and any mitigation measures considered as part of the determination of any planning application.
<b>CANONBIE</b>													
CAN.H1	Riverside Park	7.64	Y	0	0	0	0	0	X	0	0	0	Negative SEA impact as large greenfield site. Potential small impact on ancient woodland. Careful consideration of design and planting could help create habitats within this development enhancing the development
CAN.CFI	land due east of School	0.77	Y	0	+	X	0	0	0	+/x	X	+/x	Potential loss of prime agricultural land. Potential impact on biodiversity and cultural heritage given archaeology site and impact on conservation area.  UPDATE: The Biodiversity score was made in error and has been updated in the Environmental Report to a score of 0.
<b>CARSPHAIRN</b>													
CPH.H1	north of McAdams Way	0.91	Y	0	+	X	XX	0	X	+	0	0	Development of this site would have a significant negative impact on flood risk and a negative impact on soils and material assets through the development of a greenfield site underlain by peaty gleys. UPDATE: Cumulative impact on development of a greenfield underlain by peaty gleys.
<b>CASTLE DOUGLAS</b>													
CSD.H1	north of Garden Hill Drive	1.48	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H2	west of Garden Hill Road	1.98	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H3	east of Ernespie Road	6.57	Y	0	+	?	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and further work to determine if there is a contaminated land issue. However, the site is within walking distance of existing



Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H4	Cotton Street	0.26	Y	0	+	0	0	0	+	+	0	0	Minor positive SEA issues, including redevelopment of a brownfield site, The site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and the sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H5	west of Torrs Road	8.39	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H6	south of Jenny's Loaning	12.11	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H8	rear of Douglas Terrace / Trinity Lane	0.32	Y	0	+	0	0	0	X	0	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
CSD.H10	Land to south of Ernespie Lodge	2.26	Y	XX	+	X	0	0	X	+	0	0	<p>There are four minor negative and two positive SEA issues, including impact on ancient/semi natural woodland, loss of greenfield land and best quality agricultural land (3.2), potential soil erosion and impact on the setting of a listed building. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.</p> <p><b>UPDATE: The Cultural Heritage score was made in error and has been updated in the Environmental Report to a score of 0. SNH recommend that the loss of ancient semi-natural woodland should be assessed as a significant negative impact. The Biodiversity score has been updated to reflect this.</b></p>

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
CSD.H11	land to south of Kilmichael, Abercromby Road	3.00	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.H203	land at the Stables	3.81	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CSD.B&I1	land at Oakwell Road	1.48	Y	0	+	0	0	0	X	0	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Development would also improve access to employment opportunities resulting in positive SEA impacts
<b>CREETOWN</b>													
CRE.H1	land at Barholm Mains	7.99	Y	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, within Non-Inventory Designed Landscape, landscape - site has strong rural character. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CRE.H2	Barholm Croft	1.10	Y	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, within Non-Inventory Designed Landscape, landscape - site has strong rural character. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CRE.H3	Minnipool Place	1.32	Y	0	+	0	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, landscape – development would detract from setting. <b>UPDATE: Cumulative impact on loss of greenfield and detraction</b>

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													from setting in terms of landscape. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
CRE.H201	land at Castle Cary Holiday Park	5.68	N	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>CROSSMICHAEL</b>													
CMI.H1 (including part of CMI.H204)	Extension to land at Templand	2.49	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and loss of best quality agricultural land (classification 3.2). UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.  UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Loch Ken – River Dee Marshes SPA.
<b>DALBEATTIE</b>													
DBT.H1	Sunnyside / Barhill Road	0.99	Y	0	+	0	0	0	X	+	0	0	Minor positive and negative SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect could enable positive benefit to be achieved from solar gain.
DBT.H3	Bruce Road / Port Road	0.39	Y	0	+	0	0	0	X	0	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
DBT.H6	John Street / Barhill Road	5.89	Y	+	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Retaining some of the existing woodland and creating greenways and wildlife corridors along transport corridors, footpaths and cycle

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													ways could encourage the movement of species.
DBT.H202	land adjacent to Nursery Cottage	2.49	N	0	+	X	0	0	X	+	0	+/x	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). However, the site is just within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Development of the site could have positive and negative impact on the landscape given it prominent approach to the town, landscaping and careful design should help minimise the impact.
DBT.H204	Galla Court	0.22	N	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
DBT.H205	land to south of Craignair Road/A711	6.99	N	0	+	0	0	0	X	+	0	+/x	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is just within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Development of the site could have positive and negative impact on the landscape given it prominent approach to the town, landscaping and careful design should help minimise the impact.
DBT.B&I1	land at Edingham Business Park	0.98	Y	0	+	0	0	X	+	+	+	0	Minor negative and positive SEA issues, including loss of greenfield site. Development of the site would also improve access to employment opportunities resulting in positive SEA impacts. The sites aspect should also enable positive benefit to be achieved from solar gain.
DBT.B&I202	Land north of Edingham Industrial Park	0.35	N	0	+	0	0	X	+	+	?	0	UPDATE; Provided historical and archaeological features are safeguarded SEA concerns may be mitigated. Development of the site would improve access to employment opportunities resulting in positive SEA impacts. The sites aspect may also enable positive benefit to be achieved from solar gain.
<b>DALRY</b>													
DLR.H2	south of Whinnymuir	1.72	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													also enable positive benefit to be achieved from solar gain.
DLR.H202	land to east of St John's Way	1.20	N	0	+	0	0	0	X	+	0	0	Negative and positive SEA issues, including potential loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>DRUMMORE</b>													
DRM.H1	land off Ward Place	3.18	Y	0	+	X	0	0	X	+	+	0	Minor negative and positive SEA issues. Negative: loss of greenfield and prime agricultural land. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>DUMFRIES</b>													
DFS.H1	Barnhill	12.19	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Cumulative impact on increased traffic movements and carbon emissions. However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H2	Marchfield	42.10	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H3	Noblehill	16.35	Y	0	+	0	XX	0	+/X	0	0	0	Significant SEA impacts are identified should the site go forward in its current form due to the flood risk issues. There are also minor negative SEA issues in relation to increased traffic movements resulting in increasing carbon emissions and also the loss of Greenfield land to the south east part of the site. <b>UPDATE:</b>

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													Cumulative impact on increased traffic movements and carbon emissions. However, the site is within walking distance of existing services and facilities, benefits could be gained through the use of solar gain and sustainable construction techniques and the western part of the site is brownfield.
DFS.H4	Heathhall College	9.08	Y	0	+	0	0	0	+	+/x	0	0	Minor negative SEA issues through increased traffic movements resulting in increasing carbon emissions. However there are positive SEA effects as this is a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H5	Ladyfield	20.13	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H6	Lincluden Depot	1.34	Y	0	+	0	0	X	+	+	+	0	Minor negative SEA issues due to the close proximity of the sewage works. However, there are positive SEA effects through the development of this vacant, brownfield site and the conversion of the listed buildings, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H7	Brownrigg Loaning	37.69	Y	0	+	X	XX	0	X	+/x	0	X	Significant negative SEA issues are identified due to flood risk. There are also minor negative SEA issues over the loss of prime agricultural land, development of a greenfield site, increased traffic movements resulting in increasing carbon emissions and in terms of visual impact and isolation from other development. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions. Cumulative impact in terms of visual impact and isolation from other developments. However, there are positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H8	Catherinefield Farm	12.37	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions. However, the site is within walking distance of existing services and facilities and

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H205	land east of Edinburgh Road	3.57	N	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in the redevelopment of a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H209	Lochfield Road	0.42	N	0	+	0	0	0	+/x	+	0	0	Minor negative SEA issues in the development of a greenfield site however it is currently vacant. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H218	Oaklands, Terregles Road	21.02	N	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H221	Former Oil Depot, Terregles Road	1.20	N	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in the redevelopment of a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H225	Ladyfield East, Glencaple Road	1.21	N	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in the redevelopment of a brownfield site and the conversion of the vacant listed building within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H236	Nithbank Hospital, Nithbank	3.81	N	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in the redevelopment of a brownfield site and the conversion of the vacant listed building within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H237	Ladyfield West, Glencaple Road	1.17	N	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in the redevelopment of a brownfield site and the conversion of the vacant listed building within walking distance of existing services and facilities which and benefits could be gained through the use of solar gain and sustainable construction techniques.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
DFS.H238	land north of Summerville Avenue	0.27	N	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in the redevelopment of a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H241	land north of Cairnsmore Crescent, Lochside	0.62	N	0	+	0	0	0	+/x	+	0	+/x	Minor negative SEA issues in the development of a greenfield site however it is currently vacant albeit used for informal recreation. Minor positive SEA effects as the site is within walking distance of existing services and facilities, benefits could be gained through the use of solar gain and sustainable construction techniques and there could be benefits through an improved and enhanced open space within any development.
DFS.H262	Maxwelltown High School	12.25	N	0	+	X	0	0	+/x	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, part of the site is brownfield and within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H263	land at Hardthorn Road	0.74	N	0	+	0	0	0	+/x	+	0	0	Minor negative SEA issues in the development of a greenfield site however it is currently vacant. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H264	land at Edinburgh Road	1.55	N	0	+	0	0	0	+/x	+	+	0	Minor SEA issues as this site is not currently vacant or available. However there are minor positive SEA effects as this is development of a brownfield site which would provide a long term use for listed buildings. The site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.H265	land north of former Interfloor Factory, Edinburgh Road	2.22	N	0	+	0	0	0	+/x	+	0	0	Minor negative SEA issues in the development of a greenfield site however it is currently vacant. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>DFS.H270</b>	<b>Land at College Mains</b>	<b>0.95</b>	<b>N</b>	0	+	0	0	0	X	+	0	X	<b>UPDATE; There are negative SEA issues in relation to its isolated nature, potential flood risk and loss of greenfield land though classified as urban. The site could support local services and benefits could be gained through the use of solar gain and sustainable construction techniques</b>



Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
DFS.MU203	former Interfloor Factory, Edinburgh Road	5.47	N	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in the redevelopment of a brownfield site and the conversion of the vacant listed building within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.MU204	land west of Edinburgh Road	2.39	N	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in the redevelopment of a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.TC1	Brooms Road	1.54	Y	0	+	0	0	0	+	+/x	+	0	Minor negative SEA issues, due to the increased traffic movements resulting in increasing carbon emissions. However, this is a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques. Archaeological investigation and recording could result in benefits to interpreting the site.
DFS.B&I1	Heathhall – north of Aviation Museum	10.89	Y	0	+	0	0	x	+	+/x	+	0	Minor negative SEA issues in respect of possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. However, this is a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques. Retention of the listed former control tower could result in benefits to interpreting the site.
DFS.B&I2	Cargenbridge	12.31	Y	0	+	0	0	x	+	x	0	0	Minor negative SEA issues in respect of possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. UPDATE: Possible increase in emissions from in-combination effects of existing and proposed uses within industrial estate and from increased traffic resulting in increased carbon emissions. However, this is a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I4	Heathhall Airfield	7.12	Y	0	+	0	0	x	+	+/x	0	0	Minor negative SEA issues in respect of possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. UPDATE: Possible increase in emissions from in-combination effects of existing and proposed uses within industrial estate and from increased traffic resulting in increased carbon emissions. However, this is a brownfield site within walking

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I5	land south of Dumfries Enterprise Park	8.34	Y	0	+	0	0	X	+	+/x	0	0	Minor negative SEA issues in respect of possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Possible increase in emissions from in-combination effects of existing and proposed uses within industrial estate and from increased traffic resulting in increased carbon emissions.</b> However, this is a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I6	Brasswell	8.46	Y	0	+	0	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I7	Clumpton Hill	3.92	Y	0	+	0	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I201	land south of Tinwald Down Road, Heathhall	20.92	N	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I253	land at Starryheugh	9.12	N	0	+	X	0	0	X	+/x	0	X	Minor negative SEA issues, including loss of greenfield land and prime agricultural land and increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> There are also landscape issues due to the visual prominence of the site. However, the site is within walking distance of existing services and

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
DFS.B&I266	land west of former Interfloor Factory, Edinburgh Road	0.54	N	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in the redevelopment of a brownfield site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>DUNSCORE</b>													
DSC.H201	land east of Dalganor Road	0.71	N	0	+	0	0	0	X	+	0	0	Minor negative SEA issues in the development of a greenfield site. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>EAGLESFIELD</b>													
EGL.H1	former Roads Depot, Burnswark	1.52	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact in terms of Population and Health and Material Assets. Close proximity to existing community facilities and school. Scope to encourage active travel. Brownfield site- could utilise existing infrastructure and reduce need to use undeveloped greenfield land.
EGL.H2	land between Ashyards Crescent and Sunnybrae	4.06	Y	0	+	0	0	0	0	+	0	0	Positive SEA impact in terms of Population and Human Health and Climatic Factors. Located in close proximity to community facilities and school. Scope to encourage active travel. Southerly aspect should ensure solar gain.
EGL.H202	land east of Belmont Avenue	0.57	N	0	+	0	0	0	0	0	0	0	Positive SEA impact in terms of Population and Human Health. Site is well located to community facilities. Scope to encourage active travel options
<b>EASTRIGGS</b>													
ERL.H1	Gillwood Road	0.49	Y	0	+	X	0	0	X	0	0	0	Negative SEA impact in terms of Soils and Material Assets. Greenfield site involving loss of previously undeveloped soils. Positive SEA impact in terms of Population and Human Health as located in close proximity to existing community facilities and school. Scope to encourage active travel.
ERL.H3	land northwest of Stanfield Farm	1.94	Y	0	+	0	0	0	X	0	0	0	Negative SEA impact in terms of Material Assets as loss of greenfield land. Positive SEA impact in terms of Population and Health - located in close proximity to existing community facilities and school. Scope to encourage active travel.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
ERL.MU1	Stanfield Farm	10.15	Y	0	+	X	0	0	X	0	0	0	Negative SEA impact in terms of Soils and Material Assets. Loss of prime quality agricultural land and greenfield site. <b>UPDATE; Cumulative impact on increased traffic movements and carbon emissions.</b> Positive SEA impact in terms of Population and Human Health - in close proximity to community facilities, scope to encourage active travel options.
<b>ERL.MU202</b>	<b>Land adjoining Stanfield Farm</b>	<b>2.21</b>	<b>N</b>	0	+	X	0	0	X	0	0	0	<b>UPDATE; Negative SEA impact in terms of Soils and Material Assets. Loss of prime quality agricultural land and greenfield site. Positive SEA impact in terms of Population and Human Health - in close proximity to community facilities, scope to encourage active travel options.</b>
<b>ECCLEFECHAN</b>													
ECC.H1	land adjacent to Tiree	0.47	Y	0	+	0	0	0	0	0	0	0	Positive SEA impact in terms of Population and Human Health - Proximity to existing community facilities and school.
ECC.H2	land south of Buccleuch Cottage	1.24	Y	0	0	0	0	0	+	0	0	0	Positive SEA impact in terms of Material Assets. Brownfield site – could utilise existing infrastructure and reduce need to use undeveloped greenfield land
ECC.H3	Ibrak Farm	7.83	Y	0	0	X	0	0	X	0	0	0	Negative SEA impact in terms of Soils and Material Assets. Loss of prime quality agricultural land and greenfield land. <b>UPDATE; Cumulative impact on increased traffic movements and carbon emissions.</b>
ECC.B&I1	Land adjoining B7076, Jct 19 A74(M)	11.38	Y	0	0	0	0	?	X	0	0	0	Negative SEA impact in terms of Material Assets as involves the loss of greenfield land. Unknown impact in terms of Air Quality as site allocated for Business and Industry and dependent on the type of development and processes involved may introduce significant air emissions. This would require to be assessed and any mitigation measures considered as part of the determination of any planning application.
<b>GARLIESTON</b>													
GRL.H1	Mill Road	1.12	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, adjacent Galloway House Inventory Landscape. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
<b>GATEHOUSE OF FLEET</b>													
GOF.H1	Memory Lane	0.62	Y	0	+	X	0	0	X	0	0	0	Minor negative and positive SEA issues, including loss of best quality agricultural land (classification 3.2) and development of a greenfield site. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
GOF.H2	former Woodside Garage	0.39	Y	0	+	X	0	0	+	0	0	0	Mostly neutral impact with a few positive SEA impacts and one minor negative SEA issue. The negative issue is a result of loss of best quality agricultural land (classification 3.2) The site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and development would result in the redevelopment of a brownfield site.
GOF.H203	land to north of Baker's Dozen	4.14	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including development of a greenfield site and loss of best quality agricultural land (classification 3.2). <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and the sites aspect should also enable positive benefit to be achieved from solar gain.
<b>GLENCAPLE</b>													
GCP.H1	Shore Road	1.07	Y	0	+	X	0	0	X	+	0	+/x	Minor negative and positive SEA issues, including development of a greenfield site and the loss of prime agricultural land and the landscape impact of the loss of the boundary hedge. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and the sites aspect should also enable positive benefit to be achieved from solar gain.
GCP.H2	Wardlaw Drive	1.62	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including development of a greenfield site and the loss of prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and the sites aspect should also enable positive benefit to be achieved from solar gain.
<b>GLENLUCE</b>													

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
GLU.H1	Glenjorrie Avenue	1.84	Y	0	+	0	0	0	X	+	+	0	Minor negative and positive SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
GLU.H2	Bankfield Farm	1.96	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
GLU.H3	Bankfield Farm East	0.31	Y	0	+	0	0	X	+	+	0	0	Minor negative and positive SEA issues. Negative: possible emissions such as noise from A75. Positive: Brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
GLU.H201	Main Street	0.23	N	0	+	0	0	0	+	+	0	0	Minor positive SEA. Positive: brownfield site of former hotel, within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>GRETNA</b>													
GTN.H1	Adjacent to Hazeldene	2.45	Y	0	+/x	X	0	X	0	X	0	X	Negative SEA impact due to loss of prime agricultural land and greenfield site. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Distant from the majority of community facilities. Significant environmental issues due to proximity of M74 and slip roads at height. Mitigation measures considered unlikely to be successful.
GTN.H2	land north of Victory Avenue (Phase 1 and Phase 2)	15.63	Y	0	+	X	0	0	X	+	0	0	Negative SEA impact as greenfield site and loss of prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Proximity of site to community facilities and railway station. Potential to encourage range of sustainable transport modes.
GTN.H3	The Hawthorns	2.83	Y	0	+	0	0	0	+	+	0	0	Positive SEA impact - development of brownfield site and proximity to community facilities, school and Greta railway station. Could encourage walking and cycling and reduce carbon emissions from

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													transport.
GTN.H4	Halcrow Stadium	3.72	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact. Reuse of brownfield site and within reasonable walking distance of existing community facilities and railway station– scope to encourage variety of sustainable transport modes and reduce carbon emissions from transport.
GTN.H5	land north of Old Graitney Road	2.49	Y	0	+	X	0	0	X	0	0	0	Negative SEA impact as greenfield site and potential loss of prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Within reasonable walking distance to community facilities and school, scope to encourage active travel. Gretna served by railway station – could encourage use of more sustainable transport and reduce carbon emissions from transport.
GTN.H6	land south of Old Graitney Road	1.02	Y	0	+	0	0	0	X	0	0	0	Negative SEA impact as loss of greenfield site. Positive SEA impact in terms of population and health - within reasonable walking distance to community facilities and school, scope to encourage active travel. Gretna served by railway station – could encourage use of more sustainable transport and reduce carbon emissions from transport.
GTN.H7	land north of Victory Avenue (Phase 2)	11.25	Y	0	+	X	0	0	X	+	0	0	Negative SEA impact as greenfield site and loss of prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive SEA impact as proximity of site to community facilities and railway station. Potential to encourage range of sustainable transport modes.
GTN.H202	Raydale, Annan Road	1.10	N	0	+	0	0	0	0	+	0	0	Positive SEA impact in terms of Population and Health and Climatic Factors - Within reasonable walking distance to existing facilities, school and Gretna station. Could encourage walking and cycling and reduce carbon emissions from transport. Site can make best use of solar gain and protected by mature trees from prevailing wind
GTN.H205	adjacent to Hazeldene (extended)	5.39	N	0	+/x	X	0	X	0	X	0	X	Negative SEA impact due to loss of prime agricultural land and greenfield site. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Distant from the majority of community facilities. Significant environmental issues due to proximity of M74 and slip roads at height. <b>UPDATE: Cumulative impact from proximity to M74 and slip roads at height.</b> Mitigation measures considered unlikely to be successful.
GTN.MU1	former Golf Course	11.34	Y	0	+	X	0	0	X	0	0	0	Negative SEA impact as would involve loss of prime agricultural land and greenfield site. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive in terms of

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													population and human health as within reasonable walking distance to existing community facilities. Could encourage walking and cycling and reduce carbon emissions from transport.
<b>HOLYWOOD</b>													
HLW.H1	Kirkland	2.74	Y	0	+	X	0	0	X	+	+/x	0	Minor negative and positive SEA issues, including development of a greenfield site, the loss of prime agricultural land and the impact on archaeological features. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and the sites aspect should also enable positive benefit to be achieved from solar gain. Archaeological investigation and recording could result in benefits to interpreting the site.
<b>JOHNSTONE BRIDGE</b>													
JSB.H1	land north of MacLean Drive	1.67	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities. Scope to encourage active travel and use of sustainable transport.
JSB.H2	land west of school	5.07	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities. Scope to encourage active travel and use of sustainable transport.
<b>KIRKCOLM</b>													
KCM.H1	land off Church Road	1.57	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>KIRKCONNEL/ KELLOHOLM</b>													
KCN.H1	Glenaber Avenue	3.28	Y	0	+	0	0	0	X	+/x	0	0	Minor negative SEA issues, including loss of greenfield land and increased traffic movements resulting in increasing carbon emissions. However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.



Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
KCN.B&I1	Greystone Avenue	0.59	Y	0	+	0	0	X	X	+/x	0	0	<p>Minor negative SEA issues in respect of the loss of greenfield land and possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on traffic movements and carbon emissions.</b> However, site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.</p> <p><b>UPDATE: This site forms part of KCN.B&amp;I201 but will be referred to as KCN.B&amp;I1 in the Proposed Plan.</b></p>
KCN.B&I201	land south of Kellobank	1.30	N	0	+	0	0	X	X	+/x	0	0	<p>Minor negative SEA issues in respect of the loss of greenfield land and possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on traffic movements and carbon emissions.</b> However, site within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.</p> <p><b>UPDATE: This site includes site KCN.B&amp;I1 but will be referred to as KCN.B&amp;I1 in the Proposed Plan.</b></p>
<b>KIRKCOWAN</b>													
KCW.H1	St Couans Crescent	1.69	Y	0	+	0	0	0	X	+	0	0	<p>Minor negative and positive SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.</p>
<b>KIRKCUDBRIGHT</b>													
KBT.H1	Mersehouse/ Mersecroft	4.73	Y	0	+	+/x	0	0	X	+	0	0	<p>Minor negative and positive SEA issues, including loss of greenfield land and loss of a small amount of best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.</p>
KBT.H2	east of Tongland Road/Burnside Loaning	0.37	Y	0	+	0	0	0	X	0	0	0	<p>Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and</p>

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													reduce carbon emissions from transport.
KBT.H3	land at Parkhouse	5.08	Y	0	+	0	0	0	X	+	+/x	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Development of the site will have positive and negative impact on the non-inventory designed landscape of St Mary's Isle.
KBT.H202	Kirkcudbright Creamery	1.47	N	0	+	0	0	0	+	+	0	0	Positive SEA issues. The site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport and development would also improve access to employment opportunities. The sites aspect should also enable positive benefit to be achieved from solar gain and redevelopment of a brownfield site.
KBT.H205	land at Long Acre	6.56	N	+	+	0	0	0	X	+	+/x	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Retaining some of the existing woodland and creating greenways and wildlife corridors along transport corridors, footpaths and cycle ways could encourage the movement of species. Development of the site will also have positive and negative impact on the non-inventory designed landscape of St Mary's Isle.
KBT.B&I201	land south of A755	3.21	N	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues, including loss of greenfield land, best quality agricultural land (3.2) and impact on the landscape. <b>UPDATE: Cumulative impact on traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Development would also improve access to employment opportunities. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>KIRKINNER/ BRAEHEAD</b>													
KBH.H1	St Kennera Terrace	1.77	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact as proximity to community facilities and negative impact in terms of material assets as loss of greenfield land.
KBH.H2	Smiths Croft	1.47	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on traffic movements and carbon emissions.</b> Positive: site is within

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>LANGHOLM</b>													
LHM.H1	Holmwood Crescent	0.66	Y	0	+	0	0	0	X	0	0	0	Negative SEA impact as greenfield site on edge of settlement. Within reasonable walking distance of existing facilities and schools. Could encourage active travel. <b>UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Langholm – Newcastleton Hills SPA.</b>
LHM.H2	Meikleholm Cottage	0.30	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact. Suitable development site subject to retaining existing cottage. <b>UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Langholm – Newcastleton Hills SPA.</b>
LHM.H3	south of Meikleholm	0.87	Y	0	+	0	0	0	X	0	0	0	Negative SEA impact as greenfield site, but benefits from proximity to existing infrastructure. Site may be significant as local amenity. Protect and safeguard trees over adjacent Meikleholm Bank. <b>UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Langholm – Newcastleton Hills SPA.</b>
LHM.H4	Murtholm Farm	9.70	Y	0	+	0	0	0	X	0	0	0	Negative SEA impact large greenfield site detached from Langholm and existing services. Would not make best use of resources and existing infrastructure. <b>UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Langholm – Newcastleton Hills SPA.</b>
LHM.H201	former primary School, Thomas Telford Road	0.40	N	0	+	0	0	0	+	0	0	+	Positive SEA impact. Maximise use of existing resources by converting listed building in close proximity to facilities and schools. <b>UPDATE: Possibility of significant 'in-combination' effects on water quality relative to the Langholm – Newcastleton Hills SPA.</b>
<b>LESWALT</b>													
LSW.H1	Challoch	4.30	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
LSW.H202	Glen Road	0.27	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield and prime agricultural land. <b>UPDATE; Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>LOCHMABEN</b>													
LMB.H1	former Railway Station	0.86	Y	0	+	0	0	0	+	0	0	0	Positive SEA Impact in terms of Population and Human Health and Material Assets. Within reasonable distance of existing community facilities and could encourage active travel and involves the development of brownfield land.
LMB.H2	Laverockhall	3.60	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Health as site within reasonable walking distance of community facilities and school. Could encourage active travel. Negative SEA impact in terms of Material Assets as involves the loss of greenfield land.
<b>LOCKERBIE</b>													
LRB.H1	former Academy	1.54	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact in terms of Population and Health and Material Assets due to proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Brownfield site and could utilise existing infrastructure.
LRB.H2	10-14 Townhead Street	0.33	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact in terms of Population and Health and Material Assets due to proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Brownfield site and could utilise existing infrastructure.
LRB.H3	Park Place	0.62	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact in terms of Population and Health and Material Assets due to proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Brownfield site and could utilise existing infrastructure.
LRB.H4	Netherplace Farm	13.23	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													sustainable transport
LRB.H203	land north of Hillview Street	2.62	N	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport.
LRB.H204	Carlisle Road	2.67	N	0	+	0	0	0	X	0	0	X	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets and Landscape Impact. Proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Negative impact as involves the loss of greenfield land and negative landscape impact as site important to the rural setting and approach to the town from the south, landscaping and careful design should help minimise the impact
LRB.B&I204	Land north of Dryfe Road Industrial Estate	6.76	N	0	0	X	0	?	X	0	0	0	UPDATE; Negative SEA impact as development of the site would have a negative impact on Soils as would involve the development of prime agricultural land and Material Assets as would involve the development of a greenfield site. All other factors would be neutral subject to appropriate mitigation measures being addressed.
LRB.B&I205	Land west of Ice Rink	4.44	N	0	+	X	0	0	X	0	0	0	UPDATE; Negative impact in terms of Material Assets as involves the loss of greenfield land. Positive SEA impact in terms of Population and Human Health due to proximity of community facilities and scope for active and sustainable travel.
LRB.MU1	land west of Ice Rink	4.44	Y	0	+	0	0	0	X	0	0	0	Positive SEA impact in terms of Population and Human Health, negative impact in terms of Material Assets as involves the loss of greenfield land. Proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport
LRB.MU201	Dryffe Road Offices, Glasgow Road	0.42	N	0	+	0	0	0	+	0	0	+	Positive SEA impact in terms of Population and Health, Material Assets and Landscape. Proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Maximise use of existing resources by converting existing building, important to the landscape and utilising existing infrastructure.
LRB.MU202	former Caravan Park, Kintail Park	1.42	N	0	+	0	0	0	+	0	0	0	Positive SEA impact - Population and Health and Material Assets due to proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Brownfield site and could utilise existing

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													infrastructure.
<b>MOFFAT</b>													
MOF.H1	Dickson's Well	0.60	Y	0	+	0	0	0	+	0	0	0	Positive SEA Impact in terms of Population and Human Health and Material Assets as site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Redevelopment of brownfield site and retaining mature trees on site.
MOF.H2	Greenacres	1.92	Y	0	+	0	0	0	X	0	0	0	Positive SEA Impact in terms of Population and Human Health as site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Negative SEA Impact for Material Assets as would involve loss of greenfield land. Landscape mitigation factors should ensure retention and protection of mature beech trees on southern boundary
MOF.H3	Old Carlisle Road	1.41	Y	0	+	0	0	0	X	0	0	0	Positive SEA Impact in terms of Population and Human Health as site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Negative SEA Impact for Material Assets as would involve loss of greenfield land.
MOF.H4	Selkirk Road	23.30	Y	0	+	0	0	0	X	0	X	X	Positive SEA Impact in terms of Population and Human Health as site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Negative SEA Impact for Material Assets, Cultural Heritage and Landscape. Involves loss of greenfield land, adverse impact on landscape as bowl of visually exposed rising ground important to the setting of a number of historic monuments and balance of farmed and forest landscapes in Moffat's setting and Moffat Hills RSA, adverse impact on Auldton Motte Scheduled Ancient Monument and site of former village which would require to be safeguarded. <b>UPDATE. Cumulative impact on loss of greenfield and landscape in terms of setting of historic monuments and farmed and forest landscapes.</b>
MOF.MU1	former Academy	0.66	Y	0	+	0	0	0	+	0	+	0	Positive SEA Impact in terms of Population and Health, Material Assets and Cultural Heritage. Proximity of site to community facilities and, town centre which could encourage active travel and reduce carbon emissions from transport. Maximise use of existing resources by utilising existing infrastructure and safeguarding listed building, subject to the removal of the war memorials and appropriate recording of any building elements subject to

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													demolition.
MOF.MU2	former Woollen Mill	2.43	Y	0	+	0	0	0	+	0	0	0	Positive SEA impact - Population and Health and Material Assets due to proximity of site to community facilities, town centre and railway station. Scope to encourage active travel and use of sustainable transport. Brownfield site and could utilise existing infrastructure.
<b>MONIAIVE</b>													
MOV.H1	Chapel Street	2.99	Y	0	+	0	XX	0	X	+	0	X	Significant negative SEA issues are identified due to flood risk. There are also minor negative SEA issues over the loss of a greenfield site, and in terms of visual impact on the approach to the village. <b>UPDATE: Cumulative impact of loss of greenfield and visual impact on approach to village.</b> However, there are positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
MOV.H202	Broomfield Meadow	0.69	N	0	+	0	0	0	X	+	0	0	Minor negative SEA issues over the loss of a greenfield site. However, there are positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>NEW ABBEY</b>													
NAB.H1	Kindar Road	0.79	Y	0	+	0	0	0	X	+	0	0	Minor negative SEA issues in the development of a greenfield site. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>NEW GALLOWAY</b>													
NGA.H1	west of Kirk Road	3.35	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NGA.H2	West Port	0.69	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
<b>NEWTON STEWART</b>													
NST.H2	Racegreen Avenue	0.71	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, within non-Inventory designed landscape for Kirroughree. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H4	Corsbie Road	5.43	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H5	Doocot Terrace	2.88	Y	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, partly within prime agricultural land, within non-Inventory designed landscape and considered unsuitable on landscape grounds. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of most existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H6	Station Road	2.43	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H7	Old Hall	7.69	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H201	land at Hill of Old Hall Farm	38.29	N	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land and development would be detrimental on landscape setting. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is



Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H202	Creebridge Caravan Park	2.32	N	0	+	0	0	0	+	+	0	0	Positive SEA comments. Positive: current caravan park and has infrastructure that could be reused, site is within walking distance of most existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.H207	Former Community Centre	0.81	N	0	+	0	0	0	+	+	0	0	UPDATE; Development may have some positive SEA impacts. Site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.MU1	Masonfield	14.08	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.B&I1	Barnkirk Farm	4.71	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within relative walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.B&I201	land south of Barnkirk Farm	2.76	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
NST.B&I202	land east of High Barbuchary	5.87	N	0	+	0	0	0	+	+	0	0	No negative SEA issues. Positive: brownfield site which may have suitable and reusable infrastructure, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
<b>PALNACKIE</b>													
PAL.H1	Glen Road	1.42	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
PAL.H2	north of Yettan Terrace	0.91	Y	+	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and loss of best quality agricultural land (classification 3.2). <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. Retaining some of the existing woodland and creating greenways and wildlife corridors along transport corridors, footpaths and cycle ways could encourage the movement of species. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>PENPONT</b>													
PNT.H1	west of Bogg Road	0.29	Y	0	+	X	0	0	X	+	0	0	Minor negative SEA issues in the loss of prime agricultural land and a greenfield site. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
PNT.H2	Main Street	1.62	Y	0	+	X	0	0	X	+	0	0	Minor negative SEA issues in the loss of prime agricultural land and a greenfield site. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
PNT.H201	north of Main Street	1.41	N	0	+	X	0	0	X	+	0	0	Minor negative SEA issues in the loss of prime agricultural land and a greenfield site. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>PORTPATRICK</b>													
PPK.H1	Hill Street	0.11	Y	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in relation to development of this

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													brownfield site and the conversion of the listed building within the conservation area, within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques
PPK.H2	east of Heugh Road	0.95	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
PPK.H3	High Merrick	7.96	Y	0	+	X	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, development would detract from character and setting of settlement. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
PPK.H4	Sunnymeade North	3.86	Y	0	+	0	0	0	0	+	+	0	Positive SEA comments. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. There may be opportunity to enhance / improve access to conservation area.
PPK.H201	adjacent Heugh Road	1.19	N	0	+	0	0	0	0	+	0	0	Positive SEA comments. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>PORT WILLIAM</b>													
PWL.H1	South Street	0.37	Y	0	+	0	XX	0	0	0	X	X	Significant negative SEA Impact in terms of Water as a substantial part of the site may lie within the 1 in 200 year floodplain. DGC & SEPA advise that no development should take place within this area. Negative SEA impact in terms of landscape and cultural heritage as site very exposed to elements and highly visible from the south and from the bay. Settlement has strong sense of place in part due to nature of built development which faces straight onto existing streets. Existing character of conservation area, adjoining

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													listed buildings which consist of fishing cottages would be compromised by development between them and seashore. <b>UPDATE: Cumulative impact on settlements sense of place, built heritage and surrounding views.</b> Positive impact in terms of Population and Health as within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport
PWL.H2	Dourie Farm	3.75	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
PWL.H201	South Street Depot	2.35	N	0	0	0	0	0	+	+	0	0	Positive SEA comments. Positive: brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>SANQUHAR</b>													
SNQ.H1	Church Road	1.71	Y	0	+	0	0	0	X	+	X	0	Minor negative SEA issues in the loss of a greenfield site and the impact on the setting of the neighbouring prehistoric fort. <b>UPDATE: In-combination of the loss of greenfield and impact on the setting of the neighbouring prehistoric fort.</b> Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
SNQ.H2	Queen's Road	5.63	Y	0	+	0	0	0	X	+/x	0	0	Minor negative SEA issues in the loss of a greenfield site and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact from increase in traffic movements and carbon emissions.</b> Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
SNQ.H3	Queensberry Square	0.30	Y	0	+	0	0	0	+	+	+	0	Minor positive SEA effects in relation to development of this brownfield site and the conversion of the listed façade within the conservation area, within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
SNQ.H4	High Street	0.21	Y	0	+	0	0	0	+	+	0	0	Minor positive SEA effects in relation to development of this brownfield site, within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
SNQ.B&I1	Glasgow Road	3.62	Y	0	+	0	0	X	X	+/x	0	0	Minor negative SEA issues in respect of the loss of a greenfield site and possible emissions from both existing and proposed uses within the industrial estate and from increased traffic movements resulting in increasing carbon emissions. UPDATE: Possible cumulative impact on carbon emissions and air quality. However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>SPRINGHOLM</b>													
SPR.H1	land off Ewart Place	1.98	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>STRANRAER</b>													
STR.H1	Thorney Croft West	0.34	Y	0	+	0	0	0	X	+	0	0	Minor negative SEA issues in the loss of a greenfield site. Minor positive SEA effects as the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
STR.H2	West Leaffield - A	3.65	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: Loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect may also enable positive benefit to be achieved from solar gain.
STR.H3	Moorefield	4.69	Y	0	+	0	0	0	+	+	0	0	Positive SEA comments. Positive: Some infrastructure works have already been developed, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.H4	Springbank	3.71	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land. Positive: site is

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.H5	former Garrick Hospital	0.59	Y	0	+	0	0	0	+	+	0	0	Positive SEA comments. Positive: Brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect may also enable positive benefit to be achieved from solar gain.
STR.H6	Land behind the Coachmans	0.66	Y	0	+	0	0	0	+	+	0	0	Positive SEA comments. Positive: Brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.H7	east of Glebe Cemetery	3.14	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.H8	Leswalt Road	5.07	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.H202	West Leaffield - B	1.13	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: Loss of greenfield and prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect may also enable positive benefit to be achieved from solar gain.
STR.H204	land at Laigh Auchneil	2.52	N	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield and prime agricultural land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.B&I1	Blackparks Industrial Estate	6.73	Y	0	+	X	0	X	X	+	+/x	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, adjacent to established business and industry land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of some existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Access could be improved to Culhorn Non-Inventory Designed Landscape.
STR.B&I2	Clashmahew	9.82	Y	0	+	X	0	X	X	+	+	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land, adjacent to established business and industry land. <b>UPDATE: Cumulative impact on the loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of some existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.B&I3	Railway Yard	3.38	Y	0	+	0	0	X	+	+	0	0	Minor negative and positive SEA issues. Negative: impacts from existing and any possibly new uses within an industrial area. Positive: reuse of brownfield land, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.B&I203	north east of Fountain Way	0.75	N	0	+	0	0	X	+	+	0	0	Minor negative and positive SEA issues. Negative: Business and Industry uses are located to south and west. Positive: Brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.B&I204	Mirrey's Petrol Station, Stoneykirk Road	0.44	N	0	+	0	0	X	0	+	0	0	Minor negative and positive SEA issues. Negative: site adjacent to established business and industry land. Positive: Site is currently used as a petrol station, site is within walking distance of some existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
STR.MU1	Stranraer Waterfront	13.17	Y	0	+	0	0	0	+	+	+	0	Positive SEA comments. Positive: Brownfield site, site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													transport. The sites aspect should also enable positive benefit to be achieved from solar gain. Design and layout offers potential to improve links and access to Town Centre.
<b>THORNHILL</b>													
THN.H2	Hospital Brae	6.08	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues in respect of the loss of prime agricultural land and a greenfield site and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
THN.H3	Hospital Brae/Boat Brae	7.10	Y	0	+	X	0	0	X	+/x	0	X	Minor negative SEA issues in respect of the loss of prime agricultural land and a greenfield site, from increased traffic movements resulting in increasing carbon emissions and in terms of visual impact and isolation from other development. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
THN.H4	Queensberry Beeches	6.65	Y	0	+	X	0	0	X	+/x	0	0	Minor negative SEA issues in respect of the loss of prime agricultural land and a greenfield site and from increased traffic movements resulting in increasing carbon emissions. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
THN.H5	Queensberry Park	5.84	Y	0	+	X	0	0	X	+/x	0	X	Minor negative SEA issues in respect of the loss of prime agricultural land and a greenfield site, from increased traffic movements resulting in increasing carbon emissions and in terms of visual impact and isolation from other development. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
THN.MU1	Gallows Knowe	5.46	Y	0	+	X	0	0	X	+/x	0	X	Minor negative SEA issues in respect of the loss of prime agricultural land and a greenfield site, from increased traffic



Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													movements resulting in increasing carbon emissions and in terms of visual impact and isolation from other development. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land. Cumulative impact on increased traffic movements and carbon emissions.</b> However, the site is within walking distance of existing services and facilities and benefits could be gained through the use of solar gain and sustainable construction techniques.
<b>TWYNHOLM</b>													
TWY.H1	rear of Main Street	0.91	Y	0	+	X	0	0	+	0	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
TWY.H2	Manse Road	1.39	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
TWY.H201	The Doon	2.19	N	0	+	X	0	0	X	+	X	0	Minor negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> The north western corner of the site will need to be excluded from development as it would have a negative impact on the prehistoric hillfort. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
TWY.H202	Main Street	0.42	N	0	+	X	0	X	X	0	0	0	Minor negative and positive SEA issues, including loss of greenfield land, best quality agricultural land (3.2) and potential air pollution from the adjacent A75. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
<b>TWY.H204</b>	<b>Land west of Main Street</b>	<b>0.15</b>	<b>N</b>	0	+	X	0	0	X	+	0	X	<b>UPDATE; Both negative and positive SEA issues, including loss of greenfield land and best quality agricultural land (3.2). The higher ground of the site will need to be excluded from development as it</b>

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
													would have a negative impact on the prehistoric hillfort. However, the site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport.
<b>WHITHORN</b>													
WTH.H1	Station Road	0.35	Y	0	+	0	0	0	+	0	0	0	Minor positive SEA issues. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The redevelopment of the site which would bring forward brownfield land.
WTH.H2	Common Park	4.95	Y	0	+	X	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield, prime agricultural land. <b>UPDATE: Cumulative impact on loss of greenfield and prime agricultural land.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
WTH.H3	Ladycroft	0.83	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
WTH.H4	Greencroft	0.77	Y	0	+	0	0	0	0	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain
WTH.B&I1	Stirnie Birnie Bridge	2.78	Y	0	+	0	0	0	0	+	0	0	Positive SEA comments. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
<b>WIGTOWN</b>													
WGT.H1	Southfield Park	2.47	Y	0	+	0	0	0	X	+	0	0	Minor positive and negative SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Site reference	Site Name	(ha)		B	PHH	S	W	A	MA	CF	CH	L	Overall SEA Summary
WGT.H2	Seaview	0.30	Y	0	+	0	0	0	X	+	0	0	Minor negative and positive SEA issues. Negative: loss of greenfield. Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.
WGT.H3	Station Road	3.78	Y	0	+	0	0	0	X	+	0	X	Minor negative and positive SEA issues. Negative: loss of greenfield, landscape – prominent location with no clear southern boundary. <b>UPDATE: Cumulative impact on loss of greenfield and impact on landscape in terms of prominent location.</b> Positive: site is within walking distance of existing services and facilities which could encourage active travel and reduce carbon emissions from transport. The sites aspect should also enable positive benefit to be achieved from solar gain.

Dumfries and Galloway Council  
**LOCAL DEVELOPMENT PLAN 2**

*January 2018*