

15 Community & Private Assets

15.1 Scope of the Assessment

- 15.1.1 The Community & Private Assets assessment follows guidance within DMRB Volume 11 Section 3, Part 6 'Land Use' as well as Part 8 'Pedestrians, Cyclists, Equestrians and Community Effects'. In accordance with the Interim Arrangements for the Reporting of Environmental Impact Assessments: Interim Advice Note 125/09, these two sections now combine to form DMRB Volume 11, Section 3, Part 9 'Community & Private Assets'.
- 15.1.2 This chapter provides an assessment of the potential effects of the Proposed Scheme on existing and future land use. The main likely effects considered are land-take; usually associated with demolition of property, loss of agricultural land and development land as well as loss of land used by the community, and community severance.
- 15.1.3 This assessment has been categorised according to land use for ease of reference. These comprise: private property, public open space, development land and agricultural land.
- 15.1.4 An assessment has also been undertaken of community assets such as public buildings (library, health services, schools, etc) as well as public transport (buses and trains).
- 15.1.5 In terms of the effects on vehicle travellers, pedestrians, cyclists and equestrians, please refer to Chapter 14 where these receptors have been assessed in accordance with the Interim Advice Note 125/09.
- 15.1.6 An assessment of the effects relating to archaeological remains, historic buildings, sites or gardens, land of ecological importance and the contribution of all land affected by a scheme to the landscape or townscape have been covered within separate chapters of the ES.
- 15.1.7 There are no proposals for the restoration of waterways in the vicinity of the Proposed Scheme and therefore this has not been considered further in the assessment.

Study Area

- 15.1.8 For the purposes of this assessment the study area includes all those land holdings that the Proposed Scheme passes through and/or that are anticipated to be affected by the Scheme. These areas are shown on Figures 15.2a and 15.2b Land Ownership Sheets 1 and 2 as well as community assets and private land holdings within Dalry as shown on Figure 15.3 Community Facilities. A drawing showing the location of the Proposed Scheme is shown on Figure 14.1 Location Plan.

15.2 Legislative, Regulatory and Planning Context

- 15.2.1 In addition to guidance in DMRB Volume 11 (as indicated in section 15.1.1 above) the following planning policy documents have been used to inform the assessment:
- National Planning Framework 2 (2009)

- North Ayrshire Local Plan (Adopted 2005)
- North Ayrshire Structure Plan (Adopted 2007)
- North Ayrshire Proposed Local Development Plan Policies

National Planning Framework 2

- 15.2.2 The National Planning Framework 2 (NPF2) sets out the long term spatial strategy for Scotland's Development. It was published in June 2009.
- 15.2.3 Paragraph 108 of the NPF2 states that the strategic outcomes are to improve journey times and connections, to tackle congestion and lack of integration in transport.
- 15.2.4 Paragraph 112 of the NPF2 states that there is a need:

'to tackle congestion and improve public transport links between and within our cities. Improved connectivity can help unlock the potential of priority areas for regeneration such as the Clyde Corridor and Ayrshire, enabling more people to become economically active. Improvements in transport infrastructure are needed to support economic activity and improve access to facilities and services in our rural areas. It will be important to ensure that key locational decisions and the investments in transport infrastructure necessary to support them help to move us towards a more sustainable, low carbon economy.'

North Ayrshire Development Plans

- 15.2.5 Local Plans set out the policies for dealing with planning applications. They also contain maps which zone land for different uses. Structure Plans set out broad policies for where development should take place. Together they are known as the "Development Plan". The Development Plan guides all land use decisions in the area. The Structure Plan covers North, East and South Ayrshire and gives a strategic view of planning. The Plan adopted in 2007 will be the last Structure Plan prepared as a new Local Development Plan is being prepared, as described in section 15.2.13 below.

North Ayrshire Local Plan (Adopted 2005)

- 15.2.6 The Local Plan for the area is North Ayrshire Council's Local Plan (Adopted 2005).
- 15.2.7 Policy PI 2 '*Future A737 Dalry Bypass Route*' states that the corridor for a Dalry bypass from Hillend to Highfield, which is illustrated on the LDP Map, will be protected from development. Any development in the vicinity of the proposed route will be required to incorporate an appropriate landscaped buffer zone to safeguard against the effects of road traffic noise. A general arrangement of the proposed bypass alignment now being progressed by Transport Scotland is shown on Figure 14.1 Location Plan.
- 15.2.8 In accordance with DMRB guidance, future changes in land use due to new development which would be likely to occur in the absence of the scheme have to be taken into account. The adopted Local Plan shows that the land taken for the Proposed Scheme is classed as Countryside.
- 15.2.9 Where the Proposed Scheme crosses the River Garnock it would also cross a proposed cycle route. Within the Local Plan this is designated as a Proposed Off-Road Cycle Route (Policy TRA3); which the Local Plan states should be safeguarded from development. There are a number of other footpaths and cycle routes within the vicinity

of the Proposed Scheme and these are described in Chapter 14 Effects on All Travellers, which includes the effects on Pedestrians and Cyclists in accordance with the Interim Advice Note 125/09.

North Ayrshire Structure Plan (Adopted 2007)

15.2.10 Policy Trans 1 'Land use and Transportation' states that: the three Ayrshire Councils shall ensure that:

- All significant new trips generating development is closely linked to existing and proposed walking, cycling and public transport network.
- All appropriate measures are promoted to minimise any negative environmental impacts of road traffic.
- Accessibility to local services is maintained and improved by the integration of transport networks linking services.

15.2.11 Trans 3 'Strategic Road Development' states that:

- Priority is given to the study and if appropriate the promotion and development of:
 - Upgrading the A737 between Kilwinning and Horwood.

15.2.12 Within the Vision and Spatial Strategy it states that the Council will support and pursue A737 and A78 improvements including both committed projects and longer term aspirations for improvement to better the economic prospects of North Ayrshire (STRAT7 Links to Glasgow City and Ayrshire).

North Ayrshire Proposed Local Development Plan Policies

15.2.13 North Ayrshire Council, with East Ayrshire Council and South Ayrshire Council, is currently preparing a Local Development Plan (LDP) which will replace the existing Local Plan. Modifications were made to the Plan early this year, requiring the Plan to be published, incorporating the changes, as a Modified Plan. The 6 week consultation period for the Modified Plan elapsed finished on the 19 October 2012, and the independent examination period began in February 2013. Subsequent to comments and revisions, the Modified LDP was submitted to the Scottish Government for examination in June 2013.

15.2.14 The Proposed LDP Policies document refers to A737 Enhancements and states that Intervention 22 of the Strategic Transport Projects Review (STPR) recommended targeted road congestion/environmental relief schemes including enhancements on the A737 such as a bypass around Dalry.

15.2.15 For completeness, information within the Proposed LDP has been taken into consideration as part of this assessment. Policy RES 2 'Additional Housing Sites' has identified additional housing sites for new development to meet the housing requirement to 2025. The Policy states that "housing sites will require to mitigate against any unacceptable adverse impacts on infrastructure arising as a result of the site's development". An 'Additional Housing Site' is identified adjacent to the Proposed Scheme and includes land to the south/south west of Blairland Housing Estate encompassing Blairland Farm as shown on Inset 6: Dalry of the North Ayrshire Proposed Local Development Plan, found in the Appendix 15.1.

- 15.2.16 This site is identified with an indicative capacity of 200 units. The Action Programme accompanying the Plan requires a landscape buffer to be provided for the development due to the close proximity of the site relative to the proposed bypass route, along with tree planting at the south and west of the site to mitigate the visual impacts of residential development.

Planning Permissions

- 15.2.17 There are no undeveloped planning permissions or applications in the planning process within the Proposed Scheme. There are a number of minor applications mostly relating to agricultural permissions such as slurry tanks and agricultural sheds. This information is correct up to the 25th June 2013.
- 15.2.18 There is an undeveloped planning permission, directly adjacent to Blairland Housing Estate approximately 100m from the Proposed Scheme, for the erection of 2 detached dwelling houses and 4 terraced dwelling houses and the formation of a driveway with associated parking which was approved subject to conditions in 17 July 2006 (Application Reference: 06/00406/PP).
- 15.2.19 Alterations and extension of the existing farmhouse and the alterations, extension and conversion of outbuildings to form 3 dwellings and the formation of new access road at Highfield Farm was approved on 17 March 2009 and is underway (Application Reference 08/00829/PP).

15.3 Methods of Assessment

- 15.3.1 This section describes the methods of assessment for both baseline data collection and impact assessment.

Baseline Information

- 15.3.2 The 2005 North Ayrshire Council Local Plan was reviewed with regard to development and community land provisions. In addition field surveys were conducted in July/August 2012 to assist in the collation of information relating to land use and community assets.
- 15.3.3 Information relating to farm holdings was initially obtained by land ownership searches and confirmed by consultation with the relevant landowners. Land use and accesses relating to farm holdings were also confirmed through consultation with relevant landowners and tenants throughout August 2012.
- 15.3.4 Information relating to agricultural land classifications was issued for comment to the Macaulay Land Use Research Institute (MLURI) (now the James Hutton Institute). A response was not received. The same information was sent to the Scottish Government and the information shown on Figures 15.1a and 15.1b Land Capability for Agriculture Sheets 1 and 2 and were confirmed as correct on 14 September 2012.
- 15.3.5 Tony Garnett, Senior Agricultural Officer at the Scottish Government was consulted as more than 2ha of prime agricultural land classes 1, 2 and 3₁ or over 10ha of non prime land lies within the Proposed Scheme footprint. A response was received on the 14 September 2012. He states that *"the proposed route will have little impact on the national interest and that the route cuts through an area of predominantly permanent pasture which is used primarily for grazing livestock. The land is reasonably productive and as stated earlier classified as 3₁ and 3₂". Mr Garnett goes on to state that "the proposed route may have significant impacts on Stoopshill Farm". MFJV consider that*

the construction of the Proposed Scheme would cause significant impacts in terms of land take and due to the close proximity of Stoopshill Farm to the Proposed Scheme. These impacts can be reduced through appropriate mitigation measures discussed in section 15.7. However, Transport Scotland and the MFJV have been in consultation with Stoopshill Farm during the design process and, as of 10 May 2013, no major concerns/ objections regarding the route of the proposed bypass have been received.

- 15.3.6 Baseline information relating to community assets has been obtained from the previous Stage 2 assessment in addition to information gathered through site visits and consultation with the community in July 2012.

Impact Assessment

- 15.3.7 Effects of the Proposed Scheme on community and private assets are considered in terms of both the resource value and the magnitude of impact. The significance of predicted effects was then determined through a combination of value and magnitude.

Resource Value

- 15.3.8 The site value and sensitivity of each site was determined as detailed in Table 15.1 below by reference to the quality of agricultural land (see Figures 15.1a and 15.1b Land Capability for Agriculture Sheets 1 and 2) the presence of forestry, private property, community land (public open space) and development land.

Table 15.1 Definition of Resource Value or Sensitivity for Community & Private Assets

Value or Sensitivity	Criteria
High	Private residential buildings, forestry of national, commercial or recreational importance, community and development land of high national value. Agricultural land of prime quality, including Grade 1 to Grade 3.1.
Medium	Land associated with private property. Forestry, community and development land of value regionally/locally. Agricultural land assessed to be of Grades 3.2 to 5.3.
Low	Forestry, community and other land of no specific importance. Agricultural land assessed to be of Grades 6.1 to 7.

Impact Magnitude

- 15.3.9 The magnitude of impact was assessed independently of the site value and assigned to one of the categories presented in Table 15.2 below based on professional judgement.

Table 15.2 Impact Magnitude Criteria for Community & Private Assets

Criteria	Definition
Major	A major loss or alteration of land use, property or access or where there would be complete severance of important parts of a site such as to significantly affect the post-development value of the site. A major impact upon access to community or private facilities (severance), such that use would be fundamentally changed.
Moderate	A loss, alteration or severance of land use such that the post-development value of a site would be diminished (or enhanced) but to a lesser degree. An impact upon access to community or private facilities (severance), but to a moderate degree, such that the use would be changed.
Slight	Minimal loss, alteration or severance of land use such that there would be a measurable change but this would not significantly affect the use of land from pre-construction conditions. A minimal impact upon access to community or private facilities (severance) such that there would be measurable change but would not significantly alter use.
Negligible	Very little appreciable effect on existing land use or where there are impacts, which are not considered relevant to the existing use of the land and would not affect its value. Very little appreciable impact upon access to community or private facilities (severance).

Effect Significance

- 15.3.10 The significance of effect (beneficial and adverse) was determined by a combination of the value of the site and the magnitude of impact as shown in Table 15.3 below.

Table 15.3 Magnitude of Significance Criteria for Community & Private Assets

Resource Value/Sensitivity	Magnitude of Impact			
	Major	Moderate	Slight	Negligible
High	Major	Major	Moderate	Slight
Medium	Major	Moderate	Slight	Negligible
Low	Moderate	Slight	Negligible	Negligible

- 15.3.11 Significance is not absolute and should be defined in relation to individual developments and their context and location. The two principal criteria determining the significance of an effect are the magnitude of the impact and the value/sensitivity of the receptor. A higher level of significance is generally attached to large-scale impacts and impacts on sensitive or highly sensitive receptors; thus moderate magnitude impacts on highly sensitive receptors can be more important than major impacts on less sensitive receptors. However, a major impact on a low value receptor also has the potential to be significant. Professional judgement is required to make a balanced and objective assessment taking all of these criteria into account.

Consultations

- 15.3.12 Consultations with potentially affected parties, including land owners, commenced during route optioneering as part of the DMRB Stage 2 assessment during 2007/2008. With regard to the detailed assessment of the Proposed Scheme, contact with land owners was initially made in April 2012 to provide an update on the project

and to gain access to land for various surveys. More formal consultations by telephone and face-to-face meetings were then undertaken to gather additional information on land activities and to understand any issues which could be fed into the design process. Specific landownership questionnaires were issued where applicable

15.4 Baseline Conditions

- 15.4.1 The following section describes the baseline environment, data collated and any limitations to the study.

Private Property

- 15.4.2 Land surrounding the Proposed Scheme comprises predominantly improved grassland, with some arable fields, managed by a number of farm holdings. From south to north on plan, the Proposed Scheme would run from the existing A737 south of Dalry, in the vicinity of the property known as Hillend, crossing over the River Garnock and the Glasgow to Ayr railway line to rejoin the A737 north of Dalry in the vicinity of the settlement of Highfield. The Proposed Scheme can be found on drawing number Figure 14.1 Location Plan.
- 15.4.3 There are several key residential and farm properties in proximity to the Proposed Scheme. Hillend Farm is located approximately 200m to the south of the western junction of the bypass with the A737 and is associated with a small area of land to the north and east of the farm buildings. Land ownership within this and the surrounding area is shown in Figures 15.2a and 15.2b Land Ownership Sheets 1 and 2.
- 15.4.4 Approximately 200m to the northwest of the Proposed Scheme is Blairland Farm and approximately 100m to the south east is Stoopshill Farm off Blair Road. The Blair Estate, approximately 600m south from the Proposed Scheme comprises a wooded Designed Landscape within which are situated three residential properties, the main Blair House, the Carriage House and the North Lodge (adjacent to Blair Road).
- 15.4.5 The Blairland Housing Estate, approximately 200m northwest of the Proposed Scheme includes residential properties located to the east of Dalry Town Centre and separated from the town by the railway line. A number of properties along the eastern edge of the housing development are Listed Buildings. These are indicated on Figures 9.2a and 9.2b Baseline Landscape Sheet 1 and 2.
- 15.4.6 At the northern end of the scheme lies the settlement at Highfield which comprises a number of residential properties/farmsteads in close proximity to the A737 and the C93.
- 15.4.7 The Proposed Scheme runs through private land belonging to different land holders. Consultation has been ongoing with the owners of the private land. Blair Estate owns the majority of the land that the Proposed Scheme would be situated within. However, at the locations of the roundabouts, at both Hillend and Highfield, the land ownership becomes more varied. At Hillend the land is split between two land owners. At Highfield, there are four land owners, whose land would be directly affected by the route of the bypass. This is shown on Figures 15.2a and 15.2b Land Ownership Sheets 1 and 2.
- 15.4.8 The value/sensitivity of the private land, based on the criteria in Table 15.1, has been assessed as Medium value.

- 15.4.9 Along the current route of the A737 through Dalry Town Centre there are private dwellings and businesses. These private properties are considered to be High value.

Community Land

- 15.4.10 There is no formal community land including common or open space within the Proposed Scheme corridor.
- 15.4.11 However there are some designated areas within the study area that are utilised by the community. This includes the Blairland Bing and River Garnock Wildlife Site/Site of Importance to Nature Conservation (approximately 50m from the Proposed Scheme) shown on Figure 9.3a and 9.3b Landscape Appraisal. The area is utilised for informal recreation activities and includes managed grassland areas and paths.
- 15.4.12 The Blair Estate is located to the south of the Proposed Scheme and would not be directly impacted upon by the Scheme. This is also designated as a provisional Wildlife Site and Site of Importance to Nature and a Designed Landscape. The site is well used for informal recreation purposes and contains a number of informal footpath routes. Blair Estate has recently come into private ownership. There are discussions ongoing with North Ayrshire Council and the new owners of Blair Estate to set up a 'Privacy Zone' and limit public access to the Estate. North Ayrshire Council remains keen for the Estate to remain open to the public. An agreement on access is still being reached, and as of the end of October 2012 the Estate remains open to the public.
- 15.4.13 The Local Planning Authority (LPA) state that "*The Blair Estate is recognised as a historic landscape of national importance with its inclusion within the Inventory of Garden and Designed Landscapes*".
- 15.4.14 The value/sensitivity of the community land is assessed as Medium value, based on the criteria in Table 15.1.

Development Land

- 15.4.15 As indicated in section 15.2.15 above, an 'Additional Housing Site' is proposed adjacent to the proposed bypass route and includes land to the south / south west of Blairland Housing Estate encompassing Blairland Farm as shown in Appendix 15.1.
- 15.4.16 The value/sensitivity of the development land, based on the criteria in Table 15.1, is assessed as Medium value.

Agricultural Land

- 15.4.17 Land surrounding the Proposed Scheme predominantly comprises areas of livestock grazing and areas in woodland/amenity use owned by one land owner. Other agricultural land in the area is associated with six other land owners.
- 15.4.18 The identification of land capability for general agricultural uses in Scotland is based on a seven class system (Bibby, J.S., Douglas, H.A., Thomasson, A.J., & Robertson, J.S., 1982). This system seeks to identify areas where certain uses, such as agriculture, forestry or recreation may be carried out most productively. The methodology considers climate, gradient, soil, wetness, erosion and pattern. Land in Classes 1 to 4 is suitable for arable use while land in Classes 5 and 6 are more suited to improved grassland and rough grazing. Land in Class 7 is considered to be of very limited agricultural value and usually incorporates fully developed land found in urban areas.

- 15.4.19 Land Capability for Agriculture (LCA) classes relevant to the Proposed Scheme are described in Table 15.4 below.

Table 15.4 Land Capability Classifications and Descriptions

Category	Description
3	Land capable of producing a moderate range of crops.
3 ₁	Sub-category 3 ₁ is land capable of producing consistently high yields of a narrow range of crops (principally cereals and grass) and/or moderate yields of a wider range (including potatoes, field beans and other vegetables and root crops). Short grass leys are common.
3 ₂	Sub-category 3 ₂ is land capable of average production, but high yields of barley, oats and grass are often obtained. Other crops are limited to potatoes and forage crops. Grass leys are common and reflect the increasing growth limitations for arable crops and degree of risk involved in their production.
4	Land capable of producing a narrow range of crops.
4 ₂	Sub-category 4 ₂ is primarily grassland with some limited potential for other crops. Grass yields can be high but difficulties of conservation or utilisation may be severe, especially in areas of poor climate or on very wet soils. Some forage cropping is possible and occasional cereal crops.
	Unclassified Land consists of built-up areas, quarries and gravel workings and collieries and bings.

- 15.4.20 The spatial extent of the above LCA classes in relation to the Proposed Schemes is shown on Figures 15.1a and 15.1b Land Capability for Agriculture Sheets 1 and 2.
- 15.4.21 From approximately 350 metres west of the Blair Road continuing east to Highfield the land is predominately located within Class 4₂, whereas to the west, this is split between Class 3₁ and Class 3₂.
- 15.4.22 There is also a small isolated diamond-shaped pocket of unclassified land to the east of Blairland Estate, associated with a previous colliery site/bing. LCA classes 1, 2 and 3₁ are considered to be of prime agricultural value. Land at the proposed Highfield roundabout at the northern end of the Proposed Scheme is a mix of Class 4₂ and Class 3₂. In Section 15.5.10 below, a breakdown of the approximate areas of land (hectares (ha)) within each LCA class for the proposed route is provided.
- 15.4.23 Agricultural land is by far the most dominant land use type within the study area. Of the agricultural habitats present, the most prevalent is improved grassland; present throughout the study area. Less common are semi-improved grassland and arable land; restricted to the southern end of the study area. Boundary features throughout the area comprise predominately hedges, including several intact hedges, with frequent fences and occasional walls.
- 15.4.24 In accordance with the definition of categories of site value/sensitivity given in Table 15.1, agricultural land within the study area is overall assessed as Medium.

Community Facilities

- 15.4.25 The existing A737 passes through the town of Dalry. Key community facilities are located predominantly in the built-up area of Dalry to the north west of the Proposed

Scheme. The community facilities, which can be found on Figure 15.3 within Dalry include:

- Post Office and Delivery Office;
- Public Library;
- Two Churches, St Margaret's Church and Church Dalry Trinity;
- Dalry Area Housing Office;
- Two Primary Schools; Dalry Primary School and St Palladius Primary School;
- Dalry Nursery School;
- Dalry Health Centre;
- Dalry Dental Surgery
- Dalry Community Fire Station;
- Dalry Train Station
- Community Centre; and
- Football Ground.

15.4.26 The current A737 carriageway width becomes narrow as the road approaches Dalry Town Centre, especially at the signal controlled junction of North Street, Townend Street and New Street, which acts as a bottleneck for road users. This may act as a deterrent to residents from using community facilities due to the large traffic flows being a physical barrier to crossing the A737.

15.4.27 Table 15.5 shows the users and catchment areas of the community facilities within Dalry. Where there is no data for catchment areas or users of the community facilities Table 15.5 indicates N/A. The data was collected on a site visit undertaken by MFJV on 13 July 2012 and subsequent contact via telephone with Church Dalry Trinity.

Table 15.5 Users and Catchment Areas of Community Facilities in Dalry

Service	Users (Estimate)	Catchment (Estimate)	Area
Post Office	400* daily	N/A	
Public Library	Not available due to confidentiality		
St Margaret's Church	150-200	N/A	
Church Dalry Trinity	100-150	N/A	
St Palladius Catholic Church	N/A	N/A	
Dalry Area Housing Office	Dalry and Beith		
Dalry Primary School	380 pupils	Dalry (including outlying farmsteads)	
St Palladius Primary School	110 pupils	N/A	
Health Centre	N/A	Dalry – 6500 patients	
Football Ground	N/A	N/A	

**The Post Office had seen 100 customers between 09:00 and 11:00 on 13 July 2012; it is from this that an estimate of 400 users between the times of 09:00 to 17:00 has been estimated.*

- 15.4.28 There are limits on the data available for this assessment, which are discussed in the 'Limitations' section below.
- 15.4.29 A public exhibition was held to consult the local community of Dalry and their views were fed into the final design of the Proposed Scheme.
- 15.4.30 The Dalry Area Housing office is one of eight Area Housing Offices that service the North Ayrshire Region. Its catchment area is the towns of Dalry and Beith.
- 15.4.31 There are two primary schools in Dalry; St Palladius' Primary School is a Roman Catholic school that has approximately 110 pupils. Dalry Primary School, which was refurbished in 2008 and considered a 'flagship' school in terms of design and learning experience in Scotland. As of September 2010 Dalry Primary School had 380 pupils. In MFJV's opinion, the catchment area for village primary schools such as these would be the village or town where they are situated.
- 15.4.32 The value/sensitivity of the community facilities, based on the criteria in Table 15.1, is assessed as High value.
- 15.4.33 Through Dalry Town Centre there are six bus stops on the A737. There are approximately two bus services which run along this route every hour with an increased service during peak times. Bus services run to Kilbirnie, Irvine Cross and Glasgow.
- 15.4.34 Dalry Train Station is located between Dalry Town Centre and Blairland Housing Estate. The station is situated on the Glasgow to Ayr railway line with services to Ardrossen to the south west and to Glasgow, Paisley and Johnstone to the north east, approximately once every hour.

Vulnerable Groups

- 15.4.35 The DMRB classifies vulnerable groups as young children, the elderly and the disabled. The Proposed Scheme aims to divert traffic from Dalry Town Centre, especially in times of heavy traffic flow, usually the morning and evening peak hours, typically (06:00-10:00 and 16:00 to 19:00). Vulnerable groups are currently affected by the heavy congestion that occurs in Dalry between these times at the junction between Townend Street and New Street, which may cause a physical severance between the residents of Dalry and the community facilities outlined above.
- 15.4.36 The value/sensitivity of the community facilities, based on the criteria in Table 15.1, is assessed as High value.
- 15.4.37 On the site visit undertaken by MFJV on 12/13 July 2012 residents stated the following when asked about their thoughts on the Proposed Scheme:
- *'Accessing the Train Station during rush hour is no problem, but to try and rejoin the A737 from the train station and travel through Dalry Town Centre would add over an hour onto their journey'.*
 - *'After the bypass was completed, they would like to see the Town Centre pedestrianised to increase the use of community facilities by the residents of Dalry'.*
 - *'The bypass would make the Town Centre safer for vulnerable groups'.*

Limitations

- 15.4.38 Limited information regarding the numbers of users of community facilities and catchment areas was available for the assessment. It has therefore not been possible to assess in detail the numbers of users that would be affected by the Proposed Scheme; rather an assessment of the impact on the actual facilities taking into account general user types has been undertaken.
- 15.4.39 Based upon the information available at the time of undertaking the assessment no vulnerable groups have been identified.

15.5 Predicted Impacts

- 15.5.1 This section discusses the predicted impacts occurring from the construction and operation of the Proposed Scheme using impact assessment criteria described in Table 15.2 and 15.3.

Private Property

- 15.5.2 There would be no demolition or alteration of residential properties buildings. Land take impacts on private property, in terms of agricultural land and farm holdings are described in the Agricultural Land section starting in paragraph 15.5.10.
- 15.5.3 There would be permanent alteration of existing accesses to private properties which would effectively be severed by the Proposed Scheme, particularly at the northern end of the route. Here, the proposed incorporation of a roundabout would mean that existing local road access (the B707 and the C93/Auchengree Road) would be affected, where severed by the new roundabout, and also a section of the existing A737 through Highfield would be stopped up to allow for the new road layout, shown in Figures 15.4a and 15.4b. However, vehicular access to private residential properties and farmsteads would be maintained upon scheme completion, albeit with possible minor changes in local journey times as vehicles would need access to these routes via the new roundabout. With this in mind the magnitude is expected to be Minor and the significance of the impact is expected to be Minor adverse in the short term and Negligible in the longer term.
- 15.5.4 During construction of the Proposed Scheme there would be noise and visual impacts (see Chapter 13 Noise and Vibration and Chapter 9 Landscape Effects) associated with the use of construction vehicles/plant/equipment in the proximity of private property. There would also be some disruption and increase in journey times due to the current roads potentially needing to be closed and diverted and/or traffic management put in place, for example, Blair Road, the current route of the A737 at Hillend Farm and at Highfield. With this in mind, the magnitude is expected to be Minor and the significance of the impact is expected to be Minor adverse.
- 15.5.5 Impacts upon private properties along the current route of the A737 through Dalry Town Centre are expected to be permanent and beneficial. The re-routing of significant amounts of traffic would reduce congestion along the A737, which would in turn lead to better air quality and reduced traffic noise levels. Further discussion regarding air quality and noise in the Dalry area, both before and after the Proposed Scheme is complete, can be found in Chapter 7 Air Quality and Chapter 13 Noise and Vibration. There would also be improvements to existing issues relating to severance, as the community facilities within Dalry currently suffer severance from dwellings, especially those located south of the existing route, due to the heavy traffic flow along the route.

When the Proposed Scheme has been completed, this severance to the community facilities may be improved.

- 15.5.6 The magnitude of impacts on private property within Dalry are considered to be Major beneficial and the significance of the effect considered to be Major beneficial.

Community Land

- 15.5.7 The assessment of land use has not identified any areas of 'community land' that would be directly affected by the route. Access to Blair Estate via Blair Road may be disrupted during construction and traffic management and/or a diversion may need to be put in place. However, these disruptions would not prevent access to the Estate. It also considered that during construction there may be impacts caused by temporary diversions to paths to Blairland Bing and the River Garnock, however as these disruptions will be temporary and access still maintained through diversions the magnitude and significance of impact is considered to be Negligible.

Development Land

- 15.5.8 The land at Blairland Farm has been allocated for residential development in the Local Plan to meet the need for market housing in the Garnock Valley area and has a potential capacity of 200 units.
- 15.5.9 It is not expected that the scheme would have a detrimental effect in the deliverability of any such scheme; it may in fact increase the opportunity for the land to be brought forward for housing, as access to the land may be improved by the Proposed Scheme. Therefore, the magnitude and significance of impact is considered to be Slight beneficial.

Agricultural Land

- 15.5.10 Land take calculations are shown in Table 15.6 and indicate that the scheme involves the loss of 36.1 Ha of land. In terms of land considered to be of prime agricultural value (i.e. LCA classes 1, 2 and 3₁) the route of the scheme involves 4.2Ha.

Table 15.6 Total Land Take Calculations

Land Category	Description	Land Take
3 ₁	Sub-category 3 ₁ is land capable of producing consistently high yields of a narrow range of crops (principally cereals and grass) and/or moderate yields of a wider range (including potatoes, field beans and other vegetables and root crops). Short grass leys are common.	4.2 Ha
3 ₂	Sub-category 3 ₂ is land capable of average production, but high yields of barley, oats and grass are often obtained. Other crops are limited to potatoes and forage crops. Grass leys are common and reflect the increasing growth limitations for arable crops and degree of risk involved in their production.	8.9 Ha
4 ₁	Sub-category 4 ₁ is land capable of producing a variable range of below the national average	0 Ha
4 ₂	Sub-category 4 ₂ is primarily grassland with some limited potential for other crops. Grass yields can be high but difficulties of conservation or utilisation may be severe, especially in areas of poor climate or on very wet soils.	22.6 Ha

Land Category	Description	Land Take
	Some forage cropping is possible and occasional cereal crops.	
	Unclassified Land consists of built-up areas, quarries and gravel workings and collieries and bings.	0.4 Ha

- 15.5.11 Ten land owners would experience loss of farming land of varying degrees through land take. Agricultural fields would be severed by the route and land would be lost due to the footprint of the Proposed Scheme. The magnitude across the whole Proposed Scheme is considered to be Major; however in localised settings this may be reduced.
- 15.5.12 At the northern end of the scheme, land (of class 3₂ LCA value) associated with Highfield Farm would be affected by the Proposed Scheme which locates a new roundabout on this land holding. The magnitude of impact (based on a medium value of land) is assessed as Moderate magnitude.
- 15.5.13 At the southern end of the route, an area of prime agricultural land would be affected by the Proposed Scheme. Land in this area is owned by Hillend Farm, Blair Estate, Coalhill Farm and Wilsons' Auction. In terms of agricultural land, for Blair Estate, this is considered to be only a minor loss of land considering the extent of the land holding concerned. For Hillend, this may be more significant considering the smaller total area of land that this holding encompasses and the fact that it is categorised as LCA Class 3₁ (prime land). The magnitude of impacts for Hillend is assessed as Major.
- 15.5.14 The overall magnitude of the impact on loss of/disturbance to agricultural land is assessed as Moderate and the significance of the effect to be Moderate Adverse

Severance of Agricultural Land and Future Viability

- 15.5.15 Severance has been assessed based upon the Proposed Scheme layout and reference to Figures 15.1a and 15.1b Land Capability for Agriculture Sheets 1 and 2 and Figures 15.2a and 15.2b Land Ownership Plans Sheets 1 and 2.
- 15.5.16 In terms of severance of agricultural land, there are only 2 areas of agricultural land that will be permanently severed by the construction of the Proposed Scheme. These parcels can be seen on Figures 15.4a and 15.4b Community Severance.
- 15.5.17 At the proposed Highfield Roundabout, there would be several alterations to the existing road network. It is this area that the effects of severance in terms of agricultural holdings would be most concentrated. Although access to all fields would still be achievable, the layout of these fields would change considerably.
- 15.5.18 Although numerous fields are severed by the Proposed Scheme; access to these severed fields is maintained through new access points and re-routed tracks, including a cattle pass on the Blair Road overbridge and a cattle underpass beneath the realigned A737 at Birkentop Farm. As access can still be gained to these fields, and due to the expected agricultural use of the fields, it is considered that any farm operations currently undertaken in the affected areas would still be able to continue. The existing and proposed agricultural access is shown on Figures 15.4a and 15.4b 'Community Severance'.

- 15.5.19 In terms of the future viability of agricultural land, the only impact would be from the 2 areas of agricultural land that will be permanently severed by the construction of the Proposed Scheme. These land holdings are owned by Coalheughglen Farm and Birkentop Farm and, as shown in Figures 15.4a and 15.4b Community Severance, these are relatively small in terms of the overall areas of land available to the respective owners (see Figures 15.2a and 15.2b) and not considered to significantly affect the future viability of these land holdings as a whole.
- 15.5.20 During construction there will be some severance, however temporary diversions will be implemented and it is the intention of MFJV to keep agricultural land access open during the works wherever possible.
- 15.5.21 With the above in mind, MFJV consider that, in terms of severance, the overall magnitude of the impacts would be Moderate and the significance of the effect to be Moderate Adverse.

Community Facilities

- 15.5.22 The community facilities outlined in section 15.4 above perform vital roles within Dalry, especially to vulnerable groups, for example, the elderly, the disabled and children. Any impact upon these facilities would be strongly felt by the residents of Dalry.
- 15.5.23 It is predicted that the Proposed Scheme would greatly reduce severance within Dalry town centre by removing the physical severance caused by high traffic flows in the town. Traffic reduction along the existing A737 through Dalry will improve the user experience for the community and may also result in health and social benefits, such as reduced likelihood of a pedestrian/car accident and reduced air/noise pollution in the town centre. With this in mind, it is considered by MFJV that the Proposed Scheme would have a Moderate magnitude of impact whilst the significance of impact would be Major Beneficial on the community facilities in Dalry.
- 15.5.24 It was noted during public consultation that the rerouting of traffic from Dalry town centre due to the completion of the bypass could result in a loss of passing trade for local shops and businesses. However, this loss may be offset by the reduced congestion in the town centre encouraging residents to use the facilities of Dalry town centre. This is not considered to be a significant issue.
- 15.5.25 The use of Dalry Train Station is unlikely to be affected by the Proposed Scheme during construction and operation of the Proposed Scheme because the majority of rail users are motivated to travel by train due to a lack of access to a car or the environmental benefits of travelling by rail. Access to the station will be maintained throughout construction and will not be permanently affected when the bypass is in operation.
- 15.5.26 The impacts from the Proposed Scheme would be beneficial for the bus services in Dalry, provided they remain on the A737 through the Town Centre. As stated previously the bypass is expected to reduce traffic flow in the centre of Dalry. In turn this would reduce the journey times of the buses, and allow the bus service to adhere more closely to timetables during peak periods. This benefit is not expected to persuade travellers to use public transport as an alternative to private transport. For this reason, it is considered that the overall magnitude of the impact is likely to be Moderate and the significance of effect would be Major beneficial.

Vulnerable Groups

- 15.5.27 The times that the congestion of the A737 affects Dalry is usually between the peak hour periods. It is during these periods that a large number of children would be arriving and leaving the two primary schools found in Dalry, St Palladius and Dalry Primary School. For the 380 pupils who attend Dalry Primary School, and the 110 pupils who attend St Palladius Primary School, there would likely be some that travel from and to school south crossing the current route of the A737, thus having to cross the road at heavily congested times. The proposed bypass would divert traffic away from the centre of Dalry at these times, and make it safer for the children as they arrive and leave school.
- 15.5.28 Most of the community facilities in Dalry are found on the north west of the A737, the Train Station, Fire Station, Catholic Church and Area Housing Office being the exceptions. This means that any residents who live south east of the A737 would have to cross the A737 to access these facilities. The proposed bypass would divert traffic away from the centre of Dalry and so make access to community facilities easier for residents.
- 15.5.29 MFJV consider that the magnitude of these impacts would be Moderate and the significance of the impacts would be Major beneficial.

15.6 Compliance with Policies and Plans

- 15.6.1 The Proposed Scheme complies with all of the relevant policies and plans relating to community and private assets, as set out below:

National Planning Framework 2

- 15.6.2 The Proposed Scheme complies with the strategic outcome of the NPF2 which seeks to improve integration in transport, tackle congestion and improve journey times and connections. The Scheme will improve integration by making it easier to access community facilities through removing the physical severance resulting from high traffic flows that currently exists in the Town Centre. It would also benefit the bus services in Dalry, as the reduced traffic load in the Town Centre will reduce journey times for buses travelling through it.
- 15.6.3 As such, the Proposed Scheme represents an improvement in the existing transport infrastructure, improving integration in transport, reducing congestion, and improving journey times in accordance with the NPF2, to promote better access to community facilities.

North Ayrshire Structure Plan (Adopted 2007)

- 15.6.4 The Proposed Scheme is in accordance with the relevant community items in Policy Trans 1 of the North Ayrshire Structure Plan. As set out above, the Scheme will provide relief from existing severance and will therefore result in an improvement in the integration of existing transport networks linking services. The physical severance resulting from high traffic flows in the Town Centre will be removed, and bus services will improve as a result of quicker journey times. Overall existing transport networks through Dalry will therefore function better, and communities will have improved access to existing facilities, in keeping with the aims of Policy Trans 1.

North Ayrshire Proposed Local Development Plan Policies

- 15.6.5 Policy RES 2 of the Proposed Local Development Plan provides for protection of an identified housing site adjacent to the proposed bypass route; this is referred to as land to the south / south west of Blairland Housing Estate encompassing Blairland Farm (as shown on Inset 6: Dalry of the North Ayrshire Proposed Local Development Plan, found in Appendix 15.1
- 15.6.6 In accordance with this Policy, the Scheme does not encroach into the area required for the housing allocation, nor does it preclude the development of a landscape buffer which is to be provided for the development due to the close proximity to the bypass. The Scheme therefore fully accords with the aims of Policy RES 2.

15.7 Mitigation

- 15.7.1 Mitigation measures (to reduce the impacts upon the various land uses of the study area) include the following:
- Minimisation of land-take where possible, especially in areas of higher quality agricultural land.
 - Minimisation of scrub/woodland habitat land-take, in particular native species.
 - Demarcation of the construction working corridor once defined, in order to prevent disturbance to adjacent areas.
 - Careful soil removal and handling procedures during site clearance and restoration.
 - Re-use of excavated agricultural soils in earth mounding and landscape mitigation (refer to Chapter 9 Landscape Effects).
 - Restoration of disturbed areas and reinstatement of any field boundaries/stone walls removed/disturbed during construction.
 - Compensate landowners for temporary and permanent loss of land.
 - During construction, temporary diversions ensuring access to private property will be maintained.
- 15.7.2 Access to farmland would be co-ordinated during the construction phase of the scheme to ensure that disturbance is minimised. This would include appropriate traffic management and careful provision of alternative access. For the permanent operational phase, provision of access to farmland would require careful co-ordination with landowners and occupiers.
- 15.7.3 Mitigation proposed would be implemented through the Construction Environmental Management Plan prepared by the contractor and monitored by an Environmental Clerk of Works appointed during construction. It is not considered likely that post construction monitoring is required.

15.8 Residual Effects

- 15.8.1 The residual effects of the Proposed Scheme are shown in Table 15.7 below.

Table 15.7 Residual Effects of the Proposed Scheme

Impact Assessment	Value/Sensitivity	Magnitude of Impact	Residual Significance of Effect
Private Property (Proposed A737 Route)	Medium	Minor	Minor Adverse
Private Property (Current A737 Route)	Medium	Major	Major Beneficial
Community Land	Medium	Negligible	Negligible
Development Land	Medium	Slight	Slight Beneficial
Agricultural Land	Medium	Moderate	Moderate Adverse
Agricultural Severance	Medium	Moderate	Moderate Adverse
Community Facilities and Public Transport	High	Moderate	Major Beneficial
Vulnerable Groups	High	Moderate	Major Beneficial

Private Property

- 15.8.2 Along the Proposed Scheme, the residual significance of effect is considered to be a 'Moderate adverse. This is due to the land take and severance issues that would affect access in an area that is currently agricultural land.
- 15.8.3 Along the current route of the A737, the residual significance of effect is considered to be a Major beneficial due to the reduced congestion in the Town Centre. As the congestion has reduced so would the physical severance between private property south of the current route of the A737 and the town centre and private property north of the current route of the A737 and the community facilities found south of the A737. The reduction in vehicle movement in the town centre would improve air quality and reduce traffic related noise.

Community Land, Development Land and Agricultural Land

- 15.8.4 The residual significance of effect on community land is expected to be Negligible. This is because of the lack of community land that would be affected by the Proposed Scheme.
- 15.8.5 The residual significance of effect on development land is expected to be Slight beneficial this is because the scheme passes through no areas of development land. It does pass adjacent to designated development land; however the construction of the bypass would have no direct impacts in terms of deliverability and may provide improved access in the future.
- 15.8.6 The residual significance of effect on agricultural land take is considered to be Moderate adverse. This is because there would be a significant amount of land take due to the Proposed Scheme.

- 15.8.7 All issues with severance have been mitigated against by provision of alternative access arrangements to the agricultural land. And the only residual effects would be as a result of land take. As stated previously, due to the nature of the existing use of the agricultural land, it is not expected that the severance experienced through agricultural fields would significantly impact upon the use of these fields.

Community Facilities and Public Transport

- 15.8.8 It is considered that the residual significance of impact on Community Facilities would be Major beneficial. This is because the severance that exists currently in the Town Centre would be removed especially during peak 'rush hour' periods. This would make it easier to access community facilities within Dalry. It is not expected that this would have a major effect on the viability of community facilities as the current route of the A737 would still run through the Town Centre.

Vulnerable Groups

- 15.8.9 It is considered that the residual significance of impact on Vulnerable Groups would be Major beneficial. This is due to the reduced congestion and improved amenity within Dalry centre and the improved experience of these groups.