



North Ayrshire Core Paths Plan Environmental Report

Adopted January 2009
Legal and Protective Services



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NON TECHNICAL SUMMARY

The Land Reform (Scotland) Act 2003 requires all Local Authorities and National Park Authorities to prepare a Core Paths Plan. The purpose of the Core Paths Plan is to identify a basic framework of paths for everyday journeys and recreation throughout the area. The Plan has been prepared through extensive public consultation and in partnership with the North Ayrshire Outdoor Access Forum. The Council or National Park Authority has two years to implement the Plan from its adoption and is required to review it on a regular basis to ensure that it is still meeting communities' needs.

The guidance on preparing Core Paths Plans advises that they are likely to be subject to Strategic Environmental Assessment (SEA). This section provides a summary of the Environmental Report, explains what SEA is and highlights the effects that the Core Paths Plan is likely to have on the environment. More detailed information regarding the SEA process and its findings are provided in subsequent sections of the Report.

What is Strategic Environmental Assessment?

Strategic Environmental Assessment (SEA) takes into account a wide range of environmental issues to identify, predict, report and identify opportunities to mitigate against the potential impacts of proposed plans such as the Core Paths Plan. There are a number of stages in the SEA process and consultation is undertaken with the three key agencies responsible for the environment namely Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency (SEPA) and Historic Scotland (HS). In addition to this public consultation is carried out on the production of the Environmental Report.

The SEA process requires the organisation preparing the Plan to:

- Determine whether or not the Plan is likely to have a significant environmental effect. This is referred to as Screening.
- Identify the potential environmental issues that it is likely to have a significant effect on. This is referred to as Scoping.
- Identify, describe and evaluate the likely significant impacts on the environment of implementing the Plan and wherever possible to consider reasonable alternatives to the Plan and identify opportunities to mitigate against the potential impacts on the environment. This is carried out through the production of an Environmental Report.
- Adopt the Environmental Report and prepare a Post Adoption Statement
- Monitor the implementation of the Plan to monitor the effects on the environment and take appropriate remedial action to address any effects not identified within the Plan.

The Scoping process identified that the Core Paths Plan had the potential to have a significant effect on the environment therefore SEA was necessary. The Scoping process examined the issues that the Plan may have an effect on and identified that it only had the potential to affect the cultural heritage e.g. Scheduled Ancient Monuments and biodiversity, flora and fauna. The Environmental Report considered the reasonable alternatives and described the potential effects that each of the paths and the Plan as a whole would have on the environment.

What effects will the Core Paths Plan have on the environment?

The assessment process determined that the Plan will not have a significant effect on the environment. This is due to the fact that the paths were assessed as having an insignificant or low significance of effect on the environment. The assessment process is detailed in Appendix 4 to this report. As the Plan will not have a significant effect specific measures to mitigate the impacts are not considered to be necessary, however signage will be provided at strategic locations to highlight and discourage any activities that may affect nature conservation interests. The Council will consult with the relevant organisations on the most appropriate locations for signage and the level and type of information to be provided. Furthermore two leaflets will be produced for access users covering issues relating to the natural and cultural heritage and

responsible outdoor access. The leaflet on the natural heritage will also cover the issue of identifying wildlife crime and will be produced in partnership with Strathclyde Police's Wildlife Crime Officers.

How will the Plan be monitored?

It is essential that the Plan is monitored throughout the two year implementation period and until it is reviewed. In relation to Council owned routes, monitoring will be undertaken through the regimes currently in place which examine the condition of the routes and any furniture for example signs and seats. This process is carried out by the Council's Grounds Maintenance and Countryside Ranger Service and informally by the local Sustrans Volunteer Rangers. Additional monitoring will be undertaken on a bi-annual basis for the Core Paths in areas of very high importance in terms of biodiversity designation and high importance in terms of cultural heritage designation.

Fixed-point photography will be undertaken and used to examine visual changes to the sites. These will be taken at strategic times during the year to monitor seasonal changes as a result of changes in the level of usage. The locations for the photographs and the potential changes to be monitored for will be agreed with the relevant organisations and landowners prior to the commencement of the monitoring. The comparison for the purpose of monitoring the effects of the Plan will be undertaken using photographs from the same times each year.

INTRODUCTION

The Land Reform (Scotland) Act 2003 places a duty to prepare a Core Paths Plan (CPP) on all Scottish Local Authorities and National Park Authorities. The CPP identifies a basic framework of outdoor access routes for all categories of user that will be sufficient for the purpose of giving the public reasonable opportunities for access throughout North Ayrshire. The Plan has been prepared in accordance with the Good Practice Guidance prepared by Scottish Natural Heritage and the Paths for All Partnership and the Part 1 Land Reform (Scotland) Act 2003 Guidance for Local Authorities and National Park Authorities produced by the Scottish Government. This has included a significant level of public consultation to ensure that the Plan meets the communities' needs and aspirations.

The Environmental Assessment (Scotland) Act 2005 requires all plans and programmes to undergo Strategic Environmental Assessment (SEA). This applies to plans and programmes in certain sectors (e.g. forestry and town and country planning) which are determined to have significant environmental effects. SEA provides a systematic process for identifying, predicting, reporting and mitigating the environmental impacts of proposed plans and programmes.

The first stage of the SEA process is screening, which determines the potential for significant effects on the environment. Screening was carried out by the Responsible Authority namely North Ayrshire Council and responses have been received from the three Consultation Authorities namely, Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Scotland (HS). As a result of this, the Council has determined that the Core Paths Plan (CPP) has the potential to have significant environmental effects and Environmental Assessment will be carried out to determine the level of significance.

The second stage of the process is scoping, which requires the Responsible Authority to consider in conjunction with the Consultation Authorities, the scope and level of detail of the environmental assessment. The purpose of the Scoping Report was to set out sufficient information on the Plan and its environmental effects to enable the Consultation Authorities to form a view on the scope and level of detail that would be appropriate for the Environmental Report and the proposed consultation periods.

The third stage of the process is the preparation of an Environmental Report. This report has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005. The preparation of this Report has been informed by the comments received from the Consultation Authorities on the Scoping Report. The purpose of the Environmental Report is to:

- Provide information on the Draft Core Paths Plan
- Identify, describe and evaluate the likely significant impacts on the environment of implementing the Core Paths Plan and the reasonable alternatives to the Plan taking account of the objectives and geographical scope of the plan
- Provide further opportunities for consultation with the Consultation Authorities, other key stakeholders and the wider public

There are two further stages within the SEA process beyond the production of this Environmental Report:

- Adoption where the Council formally adopts the Plan and produces a Post Adoption Statement
- Monitoring where the Council implements the monitoring processes outlined in the Environmental Report

KEY FACTS

The key facts relating to the North Ayrshire Core Paths Plan (CPP) are set out below:

Responsible Authority:	North Ayrshire Council (NAC)
Title of Plan:	North Ayrshire Core Paths Plan
Plan area:	The administrative boundary of North Ayrshire Council approximately 886.70 km ²
Period covered by plan:	5 years approximately from adoption in 2009 to 2014, unless changes to circumstances require an earlier review
Preparation timescale:	The draft Core Path Plan must be prepared by 9 February 2008
Legal requirement for the plan:	The preparation of a Core Path Plan by each responsible authority is a legislative requirement as detailed in the Land Reform (Scotland) Act 2003 Chapter 5, 17 (1).
Plan purpose:	To provide a framework of routes sufficient for the purpose of providing the public with reasonable access throughout North Ayrshire
Plan subject:	Public access to land and in-land water
Proposed objectives:	Potential Core Paths will be selected using the following criteria. Routes that: <ul style="list-style-type: none">• Provide opportunities for people to walk or cycle for journeys to school, work, community facilities or between settlements• Provide opportunities for people of all ages and abilities• Provide equitably for the requirements of different user groups• Maximise the potential for access to the coast and open hills• Provide links to existing networks, local communities and wider networks• Provide long distance opportunities and assist in developing North Ayrshire as a quality destination for outdoor access• Safeguard and enhance the natural, built and cultural heritage

PLAN CONTEXT

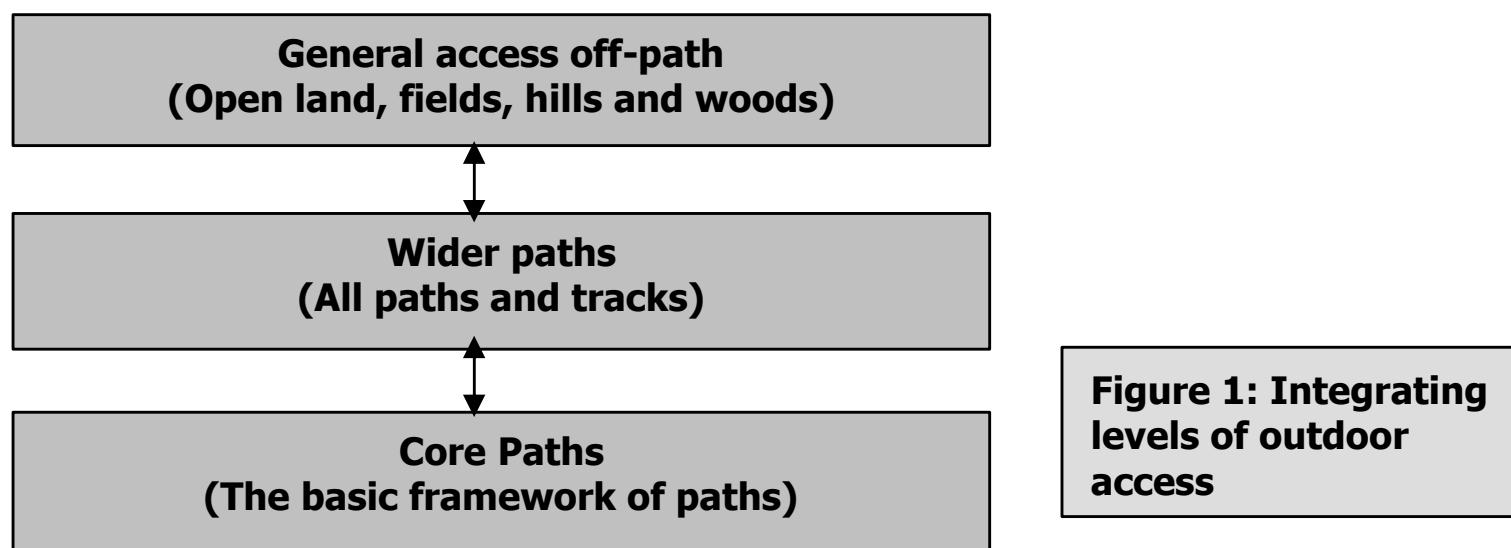
Description of the Core Paths Plan

The Land Reform (Scotland) Act 2003 required the preparation of a draft Core Paths Plan by February 2008. The Core Paths Plan identifies the basic framework of outdoor access routes for all categories of user, sufficient for the purpose of giving the public reasonable opportunities for access throughout North Ayrshire. These routes will connect into, and support, wider path networks and will be significant in meeting the defined objectives of the Core Paths Plan.

This basic framework of paths:

- Links into and supports the wider networks of other routes
- Provides a basic framework to meet the communities' requirements
- Provides opportunities for walking, cycling, horse riding and other recreational opportunities
- Has been selected through wide consultation including communities and land managers
- Provides good information, i.e. signs etc
- Will be well maintained

Core Paths are paths or routes, including waterways that facilitate the exercise of the access rights under the Act. Only those paths that are identified within the CPP form the system of Core Paths. The core path network acts as a core to the broader spectrum of paths, access provision and activity in North Ayrshire. Outdoor access can therefore be considered as three integrating levels:



The routes identified within the Core Paths Plan become Core Paths on the Council's formal adoption of the Plan. The Council has a duty to ensure that Core Paths are accessible, sign posted and promoted within two years of the adoption of the Plan. Therefore, whilst a number of the proposed Core Paths are likely to exist already and be in a fit for purpose condition, it is recognised that not all of the proposed paths may be immediately fit for the full level of use intended on adoption of the Plan. Improvements will be required to a number of the Core Paths to ensure that they are fit for purpose within the two-year period. It is envisaged that the funding for these works will come from a variety of sources and the development of Core Paths will be phased over a number of years, as resources become available.

Content of the Plan

The Plan will link into existing plans, policies and strategies for example the Local Plan, Outdoor Access Strategy and Community Plan as well as having the potential to influence new policies and strategies. In line with the good practice guidance the Plan consists of:

- Maps clearly illustrating the Core Paths within their geographical context
- A definitive list of all designated Core Paths, including data on path lengths
- Supporting text providing a reasoned justification for the selection of Core Paths, as well as an explanation of the Council's responsibilities for outdoor access and Core Paths, the relationship of the Core Path Plan to the Council's Access Strategy, Local Plan etc
- An outline of the criteria for and process of, selecting Core Paths

Progress to date

The Good Practice Guidance produced for Core Paths Plan by the Paths for All Partnership (PfAP) and Scottish Natural Heritage (SNH), highlights that the first stage in the preparation of the Core Paths Plan is to undertake an audit of all routes currently used in the area. This was carried out in 2006/07 in partnership with East Ayrshire Council and the North and East Ayrshire Outdoor Access Forums using the Outdoor Access Toolkits.

The Toolkits were developed to provide local groups and organisations with all of the information and resources needed to identify the routes available for outdoor access in their local area and any ideas for the extension or linkage of these networks. This project recently received a Bronze Award in the category of One to Watch from the Consortium of Scottish Local Authorities' (CoSLA) as part of their annual Excellence Awards. Further information on the Outdoor Access Toolkits is available from [Core paths plan](#).

The map-based information obtained from the Toolkits was digitised using the Council's Geographic Information System (GIS). The digitised path information was combined with existing digitised information held by the Council including the Catalogue of Rights of Way (CROW), Scottish Paths Register (SPR) and Land Management Contract (LMC) path information. This information provides the baseline for the selection of potential Core Paths.

The Environmental Assessment (Scotland) Act 2005 requires "reasonable alternatives" to be identified. It is considered that reasonable is defined as feasible and do-able and in this case the reasonable alternatives are routes that would be suitable for consideration as potential Core Paths. It was agreed that the Outdoor Access Forum would identify routes that met the core path objectives and therefore would be suitable for consideration for Core Paths to provide a first sieve. To develop objectives for the Plan and provide an equitable method to assess the suitability of the routes, it was agreed that selection criteria should be based on the objectives and a scoring system should be developed. These were developed from the key aims of the North Ayrshire Outdoor Access Strategy and the scoring system was developed from the priority level of the key aims within each geographical Action Area of the Strategy.

The aim of this process was to ensure that the paths identified met local needs and aspirations and assisted in addressing the key issues in each action area. The score apportioned to each criterion reflected the priorities apportioned by the Outdoor Access Strategy to the key issues within the Action Area. The Strategy and Outdoor Access Forum recognise the importance of the local environment and included its safeguarding and enhancement as a criterion. This was apportioned a lower score at this stage as it was recognised that the environmental impact of potential Core Paths would be fully examined through the SEA process. The table provided below highlights the criteria and scores:

Selection Criteria	Action Areas				
	Arran	Garnock Valley	Irvine & Kilwinning	North Coast & Cumbraes	Three Towns
Routes that:					
Provide opportunities for people to walk or cycle for journeys to school, work, community facilities or between settlements	7	7	7	5	7
Provide opportunities for people of all ages and abilities	6	5	3	3	6
Provide equitably for the requirements of different user groups	3	4	5	4	4
Maximise the potential for access to the coast and open hills	4	3	2	6	2
Provide links to existing networks, local communities and wider networks	5	6	6	7	5
Provide long distance opportunities and assist in developing North Ayrshire as a quality destination for outdoor access	2	1	4	2	3
Safeguard and enhance the natural, built and cultural heritage	1	2	1	1	1

Maps were then prepared for the Outdoor Access Forum to examine and to establish the baseline of paths that met the key Core Paths Plan selection criteria. Each path was assessed using the selection criteria. Paths that fulfilled the majority of the criteria and therefore scored highly (more than eighteen) were identified as potential Core Paths. Where it was uncertain or unlikely that a proposed route, which scored as a potential core path, could be created within the Plan period, it was agreed that the path should not be included as a potential core path in line with good practice guidance. An element of professional judgement was required both from the Council and the Forum to clarify a number of issues during the assessment process. This included identifying the correct line of paths and was particularly relevant in the case of proposed new routes to clarify whether or not it would be feasible to create the routes within the Plan period.

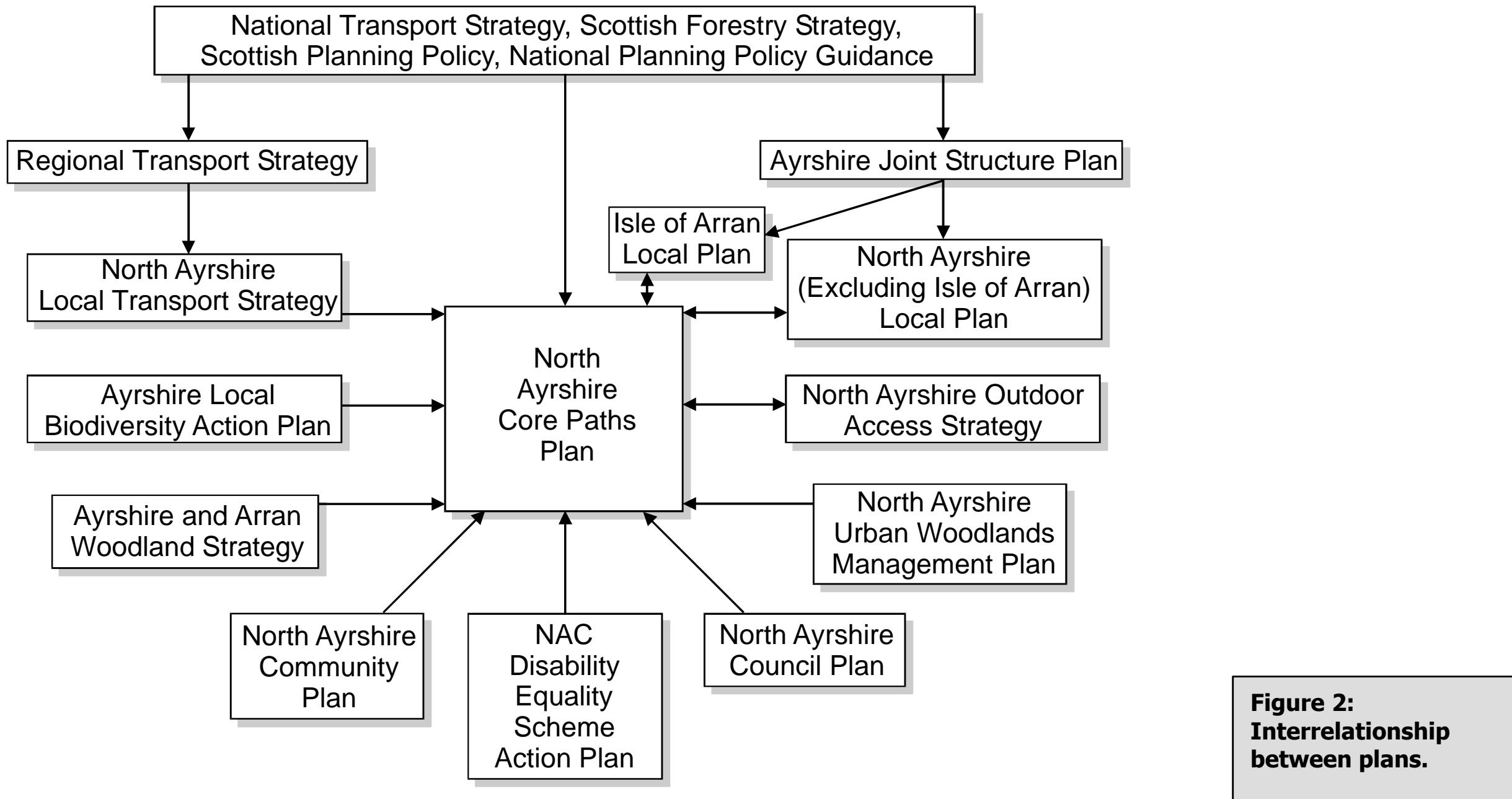
A 10-week public consultation was undertaken on this to gauge whether or not the Forum's assessment process met the needs and aspirations of the community, key organisations and other individuals and interested parties. The outcome of this consultation informed the development of the Draft Plan and was examined to identify whether or not the:

- Routes identified would provide reasonable access throughout North Ayrshire
- Selection criteria and weightings were appropriate
- Correct paths were identified or if there were any gaps, omissions or inconsistencies

The feedback obtained from the consultation process was analysed in partnership with the Outdoor Access Forum. A Consultation Report has been prepared and summarises the responses to the issues raised in relation to the Interim Draft Plan. The Consultation Report was used to inform the development of the Draft Plan. Where necessary, changes were made to the Interim Draft Plan text and potential Core Paths to reflect the responses to the feedback, agreed between the Forum and the Council. Each potential core path was then assessed for its potential effect on the environment, which in turn enabled the assessment of the overall Plan. This report details the outcome of the assessment process.

Relationship with other relevant plans and programmes

The Core Paths Plan does not currently fit into a national framework but is influenced by a number of national and regional strategies and plans as demonstrated in Figure 2 below. Appendix 1 details the interrelationship between the Core Paths Plan and the main plans, programmes and guidance used in its preparation.



Local Context and relevant aspects of the Current State of the Environment

North Ayrshire is located in south-west Scotland, approximately 30km west of Glasgow City centre. Inverclyde borders North Ayrshire to the north with Renfrewshire, East Renfrewshire and East Ayrshire to bordering it to the east and South Ayrshire to the south. The Council area covers approximately 886.70 square kilometres (km²) including the Islands of Arran and the Cumbraes and can be sub-divided as follows:

Area	Size (km ²)	Coastline (km)	Percentage Countryside (%) ¹
Mainland	441.21	66.68	84.62
Little Cumbrae	2.75	8.99	100
Great Cumbrae	11.52	24.02	89.41
Isle of Arran	428.73	117.59	99.19
Holy Island	2.49	7.69	100
Totals	886.7	224.97	

The main settlement area on the mainland is comprised of the towns of Irvine and Kilwinning. Radiating out from these are the coastal towns, consisting of the three towns of Ardrossan, Saltcoats and Stevenston plus the smaller settlements of West Kilbride, Largs and Skelmorlie. The principal towns on the Islands are Brodick on the Isle of Arran and Millport on the Isle of Great Cumbrae. The remaining key mainland communities, which are situated along the Garnock Valley, are Dalry, Kilbirnie and Beith. There are also numerous rural satellite villages scattered around the area such as Longbar and Glengarnock near Kilbirnie and Fairlie on the North Coast². The map provided in Appendix 2 illustrates the overall context of the area.

With the exception of the northern part of Arran, North Ayrshire is located between the Highland Boundary Fault and the Southern Upland Fault. The area contains a wide variety of glacial forms and deposits, coastal landforms and deposits and active river landforms. The main land use is agriculture, predominantly livestock farming with a declining level of dairy farming on the mainland. The area is predominantly rural in the north, with low-density housing throughout most of the area.

The Irvine, Kilwinning and Three Towns area is predominantly lowland, with some lowland river valleys. Outside the urban areas of the Three Towns, Irvine and Kilwinning, there are lowland coastal areas around Irvine Bay, as well as intimate pastoral valleys in more inland areas. The Garnock Valley is predominantly rural and much of this area is designated as a Sensitive Landscape Area. The area is characterised by raised beach coast to the west, rugged moorland hills and valleys as well as broad valley lowlands to the east.

The Isle of Arran is characterised by rugged moorland hills and valleys with forestry to the south and rugged granite uplands to the north of the Isle. There are also coastal areas with agriculture in the south, with raised beach coastal areas and coastal headlands around the north. The islands of Great Cumbrae and Little Cumbrae are located north of Arran and are characterised as raised coastal areas.

North Ayrshire has a population of approximately 135,817, living in approximately 59,000 households and is concentrated in Irvine, Kilwinning and the Three Towns. This has remained steady over the past 5 years, with a resident population of 135,830 recorded for 2005. The population is characterised as having a higher than average (Scottish average) proportion of the population under 19 years of age and over 45 years of age. The percentage of Residence Based Claimant Unemployment in November 2007 was 3.7%³, which is significantly higher than the Scottish Average of 2.2%⁴.

¹ Source: Extrapolated from the North Ayrshire (Excluding Arran) Local Plan and Isle of Arran Local Plan

² Source: North Ayrshire Outdoor Access Strategy

³ Source: Office for National Statistics

⁴ Source: Office for National Statistics

The owner occupation rate is 61.6%⁵, which is slightly lower than the Scottish Average of 62.59%⁶. The level of car ownership is also relatively low with an average number of cars per household of 0.89⁷ cars or vans per household which is lower than the Scottish average of 0.93 per household.

North Ayrshire's natural heritage resource is made up of a range of habitats, containing many species of flora and fauna. Some of these are protected through European and UK legislation and by non-statutory designations. In terms of European, National and Local designations there are:

- 3 Special Areas of Conservation (SAC)
- 2 Special Protection Area (SPA)
- 29 Sites of Special Scientific Interest – including the 3 SAC and 2 SPA
- 1 National Nature Reserve (NNR)
- 1 Local Nature Reserve (LNR)
- 257 Sites of Importance for Nature Conservation (SINC)
- 52 Tree Preservation Orders (TPO)

There is a wide range of public parks and other areas of open space, which ranges from small public parks within towns to large developments such as Eglinton Country Park, Kelburn Country Centre and Irvine Beach Park on the mainland and Brodick Castle and Country Park on Arran. Approximately half of the land area of Clyde Muirshiel Regional Park lies within North Ayrshire. This covers most of the high moorland area in the northern part of mainland and extends as far south as West Kilbride.

The area boasts a wide number of routes for outdoor access including extensive sections of the Sustrans' National Cycle Network (NCN). NCN Route 7 enters North Ayrshire from Troon in South Ayrshire and continues through Irvine, Kilwinning and passes Kilbirnie and Dalry on route to Glasgow. NCN Route 73 starts in Kilmarnock in East Ayrshire and passes through Irvine, Kilwinning, Stevenston, Saltcoats and Ardrossan and on to Lochranza on the Island of Arran. Other key routes include the Arran Coastal Way, New Town Trail and the developing Ayrshire Rotary Coastal Path.

The Vacant and Derelict Land Register identifies 279 sites within North Ayrshire. There is also a large supply of strategic and general industrial land. The area also has a valuable and rich historical environment including:

- 92 Scheduled Ancient Monuments
- 841 Listed Buildings
- 5 Gardens and Designed Landscapes
- 23 Local Landscapes of Historic Interest
- 13 Conservation Areas – 3 of which have been designated as outstanding
- 11 Archaeological and Industrial Archaeological sites

⁵ Source: Census 2001

⁶ Source: Census 2001

⁷ Source: Census 2001

Environmental Baseline

The Council has gathered the environmental baseline information outlined in the following table to support the Environmental Assessment. This has provided the baseline which the potential effects of the proposals and alternatives were measured against. This information has been identified as it relates directly to the SEA issues "scoped in" to the assessment.

Environmental issue	Baseline information	Total number	Source
Biodiversity	Green/open spaces	193	North Ayrshire Council (NAC) and Greenspace Scotland
	Tree Preservation Orders	52	NAC
	Sites of Special Scientific Interest	29	NAC and Scottish Natural Heritage (SNH)
	Wildlife Sites	86	NAC and Scottish Wildlife Trust (SWT)
	Provisional Wildlife Sites	58	NAC and SWT
	Special Protection Areas	2	NAC and SNH
	Proposed Special Protection Areas	0	NAC and SNH
	Special Area of Conservation	3	NAC and SNH
	Regional Parks	1	NAC
	Country Parks	2	NAC and National Trust for Scotland (NTS)
	Local Nature Reserves	1	NAC
	Sites of Importance for Nature Conservation	257	NAC
Cultural Heritage	Woodland and Ancient Woodland sites	278	NAC and Forestry Commission Scotland (FCS)
	Archaeological and Industrial Archaeological Sites	11	NAC and West of Scotland Archaeological Service (WoSAS)
	Local Landscapes of Historic Interest	23	NAC
	Scheduled Ancient Monuments	92	NAC and Historic Scotland (HS)
	Conservation Areas	13 (3 Outstanding)	NAC
	Listed Buildings	841 Category A:41 Category B: 410 Category C(S): 390	NAC and HS
	Gardens and Designed Landscapes	5	NAC and HS

Environmental problems and issues relevant to the Plan

The following table highlights the environmental problems and issues that relate to the preparation of the Core Paths Plan and aims to identify the opportunities for the production of the Plan to assist in addressing them.

Problem/Issue	Supporting Data (where available)	Implications for plan
Ad-hoc development of routes	A number of Agri-Environment and grant schemes provide funding for the creation of routes. Currently the paths developed through these schemes do not provide a linking network and there are issues in relation to the lack of uniformity in relation to signage, maintenance and construction. The creation of routes in this way can also lead to conflict between landowners/managers and access users.	The production of the Plan provides an opportunity to: <ul style="list-style-type: none"> Assess the routes and to incorporate the routes that meet the CPP criteria Work with landowners/managers to standardise routes and address issues in relation to land management Identify routes that do not conflict with land management Ensure that routes are constructed in a sympathetic manner to the environment and are fit for purpose
Biodiversity, Flora & Fauna	The Adopted Ayrshire Biodiversity Action Plan identifies a number of habitats and species that are key to Ayrshire.	The production of the Plan provides an opportunity to: <ul style="list-style-type: none"> Assess all potential routes for their impact on the biodiversity, flora and fauna Consider the ways in which increased numbers of users are likely to affect the surrounding flora and fauna.
Cultural Heritage	North Ayrshire has a substantial cultural heritage which requires to be protected and enhanced where appropriate	The production of the Plan provides an opportunity to ensure that routes are constructed in a sympathetic manner and are fit for purpose.
Increased demand for outdoor access	Whilst it cannot be specifically measured, there is a general increase in interest in outdoor access in North Ayrshire in part due to the promotion of local path networks, the National Cycle Network, health walks, active travel and sustainable transport. Indicators of this include uptake of leaflets, visit counts on website and people counts on routes.	The production of the Plan provides an opportunity to identify paths that meet the needs and aspirations of both residents and visitors to North Ayrshire.

Evolution of the Environmental Baseline without the Plan

At present outdoor access is developed and promoted by the Council and partners in line with the Outdoor Access Strategy adopted in 2004. The Strategy does not identify specific routes but sets out the key aims for outdoor access development and identifies levels of priority. There is however additional ad-hoc development of access throughout the area, which has the potential to result in the creation of routes in inappropriate or sensitive locations. This can also increase the potential for insufficient or inadequate consultation, which may result in an increase in the incidence of conflict between different interest groups for example, landowners and user groups.

Whilst it is recognised that ad-hoc development will not be prevented by the Plan, it is envisaged that the Plan will promote focused development and provide an opportunity to proactively manage outdoor access. The extensive consultation and promotion of the Plan will also provide an opportunity to reduce the potential for negative impacts on the environment and conflict by ensuring that routes are promoted or created in appropriate locations. The table provided within the section above highlights a range of the ways in which the production of the Plan will benefit both local communities and landowners/managers.

SCOPE AND LEVEL OF DETAIL FOR THE ENVIRONMENTAL ASSESSMENT AND REPORT

Alternatives

The production of a Core Paths Plan is a legislative requirement of the Land Reform (Scotland) Act 2003 therefore there is no alternative to producing the plan as such. There are a number of additional factors, which have been considered in the creation of the Plan alongside the environmental considerations including the financial implications, ensuring best value and land ownership/management. The sieving process referred to in the introduction identified the “reasonable alternatives” for this plan namely the potential Core Paths that are feasible and do-able. Where necessary, alternative path alignments and refinements were also examined through the assessment process after a proper understanding of the potential environmental impacts was obtained.

Scoping in and out of SEA issues

The following issues have been considered in determining the significance of impacts on environmental factors:

- Scale of impact (geographical)
- Duration of impact – short, medium and long term
- Reversibility of impact
- Sensitivity of the environment
- Potential for significant cumulative effects

The following table represents the conclusion reached on which SEA topic areas should be scoped in and out of the assessment and provides the rationale for this view:

SEA issues	Scoped In or Out	Rationale
Air	Out	Core Paths Plan addresses non-motorised public access to land and inland water and therefore has very limited scope for improvement in air quality at local or indeed national level. Even cumulatively, it would be extremely optimistic to suggest there is any more than a slight potential to improve air quality.
Climatic factors	Out	Core Paths Plan addresses non-motorised access, and so has very limited scope for improvement in climatic factors at local or indeed national level. Even cumulatively, it would be extremely optimistic to suggest there is nothing other than a slight potential to improve these factors.
Biodiversity, Flora and Fauna	In	There is potential for both positive and negative impacts in relation to biodiversity. Potential positive impacts include diverting paths from sensitive sites and improving habitat management. Potential negative impacts include disturbance to protected species and habitats through path creation.
Cultural Heritage	In	There is potential for both positive and negative impacts in relation to the cultural heritage. Potential positive effects include improving access to and understanding of these assets. Negative impacts include the potential for erosion from increased access and for damage to sites or their settings from path creation, upgrading, signage or management.

SEA issues	Scoped In or Out	Rationale
Population and Human Health	Out	It is recognised that there may be small-scale benefits to human health at a local level however this is outwith the scope of the SEA. The Plan will undergo a separate Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA).
Landscape	Out	The scale of development involved at the Core Paths Plan level is small and therefore unlikely to significantly affect the landscape character.
Material assets	Out	The purpose of the Plan is not to identify maintenance regimes; it is only to determine a set of Core Paths. There may be possibilities of use of wood, plastic and metal for signage at key access points. There will be no path design guidance emerging from this Plan. In any case, path design is in accordance with national guidance. This plan cannot significantly influence the use of material assets.
Soil	Out	It is unlikely that the Plan will have any significant positive or negative impact on soil, due to the scale of Core Paths in relation to the Authority as a whole. It is anticipated that the majority of the Core Paths will already be in existence therefore there should be a very limited level of disturbance due to path creation, upgrading or increased usage.
Water	Out	The Core Paths Plan addresses non-motorised access to water and so has very limited scope for affecting water quality at local or indeed national level. Even cumulatively, it would be extremely optimistic to suggest there is nothing other than a slight potential to affect water quality at a local level.

Outcome of the Scoping process

The following provides a summary of the key issues for the production of the Environmental Report identified by the Consultation Authorities in their responses to the Scoping Report. The full responses from all three Consultation Authorities are available the Council's website via [Core paths plan](#).

Scottish Natural Heritage (SNH) noted that the Plan is to undergo a separate Health Impact Assessment and indicated that they believed that the Plan could contribute to improvements in the health of the population. The issue of health has been considered throughout the production of the Plan and the purpose of the Health Impact Assessment is to examine the potential for the Plan to have positive and negative impacts on the health of the population. Therefore it is still proposed to scope health out of the assessment process.

Furthermore SNH indicated that they felt it was premature to scope out landscape from the assessment. The justification for scoping landscape out was on the basis that the scale of development involved at the Core Paths Plan level is small and therefore unlikely to significantly affect the landscape character. It should be noted that the routes identified through the initial sieving process as the reasonable alternatives for potential Core Paths were predominantly existing routes within areas of low sensitivity. SNH stated within their response that "If the majority of the paths are existing and in areas of low sensitivity then scoping out landscape may be acceptable" therefore the proposal to scope landscape out of the assessment process is still upheld.

Historic Scotland (HS) indicated that they largely accepted the criteria proposed in Table 3b but were not content with the prescriptive approach implied by the examples provided. Furthermore HS stated that the examples provided largely related to direct impacts on historic environment features and that the effects on the setting of historic features should also be considered. Cognisance was taken of these recommendations and they were built in to the assessment process to consider the overall effect on designations within close proximity to the proposed Core Paths and the effect of the designation on the setting of designated sites.

FRAMEWORK FOR ASSESSING ENVIRONMENTAL EFFECTS

Assessment Method

The SEA objectives are provided in the following table and relate solely to the SEA issues “scoped in” to the assessment.

SEA issue	Draft SEA Objective	Draft Assessment Criteria
Biodiversity	To protect biodiversity and avoid irreversible loss	Impact on species or habitats
	To prevent damage to designated wildlife sites	Impact on designated wildlife sites
Cultural Heritage	To safeguard and enhance the built and cultural heritage	Impact on designated sites and their settings
	To prevent damage to designated cultural heritage sites	Impact on designated cultural heritage sites and their settings

To assess the overall impact of the Plan on the environment it is necessary to assess the impact of the paths to be included within the Plan. This will enable the assessment of the impact of the Plan as a whole. It is proposed that the assessment will be based on adapted methodologies provided by Zúñiga-Gutiérrez & Ortega-Rubio (2004) and Mustow et al (2005)⁸. This stepwise process will determine both importance and magnitude of impacts, from pertinent issues, for both biodiversity and cultural heritage.

The process identifies significance as magnitude against importance as highlighted in Table 1 provided below:

Table 1: Assessment of Significance of Impact

Magnitude of potential impact	Importance of attribute				
	Very High	High	Medium	Low	
Major	Very significant	Highly significant	Significant	Low Significance	
Moderate	Highly significant	Significant	Low Significance	Insignificant	
Minor	Significant	Low Significance	Insignificant	Insignificant	
Negligible	Low Significance	Insignificant	Insignificant	Insignificant	

An assessment of the value of importance of each path was then made based on Table 2:

⁸ Mustow S. E., Burgess P.F. and Walker N. (2005) Practical Methodology for Determining the Significance of Impacts on the Water Environment Journal of the Institution of Water and Environmental Management, 2, 100-108.

Zúñiga-Gutiérrez, Guillermo and Ortega-Rubio, Alfredo (2004) Quantitative Assessment for Selecting the Route for a Gas Pipeline in Yucatan, Mexico Human and Ecological Risk Assessment, 10:2, 451 - 460

Table 2: Value of importance

SEA issue	Indicator	Grading	Example	Importance Level
Biodiversity	Designation	International	SAC, SPA and EU Protected Species	Very high
		National and Regional	SSSI, Regional Parks and species such as Badgers and Red Squirrels	High
		Local	Wildlife Sites and LNR	Medium
		None	All other areas	Low
Cultural Heritage	Designation	International	World Heritage Sites	Very high
		National and Regional	Listed Buildings, Gardens and Designed Landscapes and Scheduled Ancient Monuments	High
		Local	Local Landscapes of Historic Interest and Conservation Areas	Medium
		None	All other areas	Low

An assessment on the degrees of magnitude of potential impact of each path for biodiversity and cultural heritage respectively was then made using Tables 3a and 3b provided below:

Table 3a) Magnitude of potential impact: Biodiversity

Magnitude	Criteria	Examples
Major	Results in loss of attribute	<ul style="list-style-type: none"> • Area of route cutting across more than 20% of a site with high proportion of anticipated users • Creation of a new route cutting across more than 10% of a site
Moderate	Results in impact on integrity of attribute or loss of part of attribute	<ul style="list-style-type: none"> • Area of route cutting across more than 20% of a site with medium proportion of anticipated users
Minor	Results in minor impact on attribute	<ul style="list-style-type: none"> • Area of route across more than 10% of a site with high proportion of anticipated users
Negligible	Results in an impact on attribute but of insufficient magnitude to affect the use/integrity	<ul style="list-style-type: none"> • Area of route across more than 10% of a site with medium proportion of anticipated users • Existing route across less than 10% of a site with a small/medium anticipated increase in use

Table 3b) Magnitude of potential impact: Cultural Heritage

Magnitude	Criteria	Examples
Major	Results in loss of attribute	<ul style="list-style-type: none">Route cutting across more than 20% of a site with high proportion of anticipated usersCreation of a new route across more than 10% of a site
Moderate	Results in impact on integrity of attribute or loss of part of attribute	<ul style="list-style-type: none">Route cutting across more than 20% of a site with medium proportion of anticipated users
Minor	Results in minor impact on attribute	<ul style="list-style-type: none">Route across more than 10% of a site with high proportion of anticipated users
Negligible	Results in an impact on attribute but of insufficient magnitude to affect the use/integrity	<ul style="list-style-type: none">Route across more than 10% of a site with medium proportion of anticipated usersExisting route across less than 10% of a site with a small/medium anticipated increase in use

The level of anticipated use is referred to as a “proportion of anticipated users” as it is not possible to estimate the actual level of usage on each path. This is due to the fact that path counters are not sited on each route and therefore actual user numbers are not available. The anticipated level of use will be case and site specific subjective assessment based on known issues such as existing level of use, location, type of route and proximity to settlements.

Assessment of the overall Plan

The Assessment was undertaken in partnership with the Outdoor Access Forum and where necessary, expert and professional opinions were sought to consider the likely environmental impacts and inform the development of the Environmental Report. These included expert opinions on the likely increase in usage of key routes from the landowners and access users and further guidance on the national perspective from the Paths for All Partnership.

West of Scotland Archaeological Service (WoSAS) identified all potential Core Paths within 50m of sites, which were either a scheduled ancient monument or a monument of schedulable quality, using their in-house GIS systems. Furthermore WOSAS identified an area in the south-west of Arran, which is in their opinion highly sensitive in terms of archaeology. This is due to the fact that the area contains substantial buried archaeology in addition to significant archaeological sites. This zone is referred to within the assessment of the paths as “Sensitive Zone”. This information was used alongside the existing information held by the Council to undertake the assessment.

Each potential core path was assessed using the methodology described above and using the form provided as Appendix 3. A Microsoft Access Database was prepared in preference to individual forms to enable easy analysis of the assessment information. A summary of the assessment is provided as Appendix 4.

This highlights that there will be no significant impact from the designation of any of the routes as Core Paths. The small to medium level of increased responsible usage associated with the Plan as a whole is unlikely to cause any significant adverse environmental effects. There is a small risk that increased usage of the routes particularly within sensitive areas could result in impacts caused by irresponsible or improper use of the routes. This risk will however be mitigated against by improved signage at strategic locations. Therefore as a whole the Core Paths Plan will have no significant impact on the environment.

As there are no significant effects from this Plan there are no short term, medium term, long term or synergistic effects. The development of the Plan will not result in additional outdoor access related development and any such development will be outwith the remit of the Plan. Any additional outdoor access related development would continue to be informed by the Outdoor Access Strategy and its subsequent review. Therefore it is not envisaged that significant cumulative or secondary effects will occur as a result of the production of the Core Paths Plan.

Proposed Mitigation

The impacts of the Plan and the potential Core Paths on the integrity of environmental designations have been assessed as being consistently negligible therefore specific measures to mitigate the impacts are not considered to be necessary. Signage will be provided at strategic locations to highlight and discourage any activities that may affect nature conservation interests. Consultation will be undertaken with the relevant organisations on the most appropriate locations for signage and the level and type of information to be provided. Furthermore it is proposed that two leaflets will be produced for access users covering issues relating to the natural and cultural heritage and responsible outdoor access. The leaflet on the natural heritage will also cover the issue of identifying wildlife crime and will be produced in partnership with the North Ayrshire Strathclyde Police Service Wildlife Crime Officer.

Implementation

The potential Core Paths considered for inclusion in the Draft Plan are predominantly existing routes. There are two proposed routes, which are within development sites and it is anticipated that their construction would be obtained as developer contributions through the Development Management process. Therefore their effects on the environment would be assessed through the Planning Permission and Environmental Impact Assessment (EIA) processes.

At this stage, the adoption of the Plan will not necessitate any physical improvements to these routes other than in relation to signage. As highlighted in the mitigation section, consultation will be undertaken with the relevant organisations on the most appropriate locations for signage and the level and type of information to be provided. During the Plan period additional improvements may be identified and at present the extent of these cannot be quantified. Potential improvements will be assessed at a project level where a more detailed assessment of the potential issues raised by specific works on individual paths will be undertaken. At this stage an assessment will be made of the potential for disturbance and/or other environmental effects prior to implementation of any specific proposals, taking appropriate mitigative or avoidance action as required. Further consultation will be undertaken throughout the production of the Action Plan with the relevant organisations e.g. Historic Scotland, Scottish Natural Heritage and West of Scotland Archaeological Service and local interest groups to ensure that these works do not adversely impact on the environment.

Monitoring

In relation to Council owned routes, monitoring will be undertaken through the regimes currently in place for infrastructure and maintenance. This is undertaken by the Council's Grounds Maintenance and Countryside Ranger Service and informally by the local Sustrans Volunteer Rangers. Additional monitoring will be undertaken on a bi-annual basis for the Core Paths in areas of very high importance in terms of biodiversity designation and high importance in terms of cultural heritage designation.

Fixed-point photography will be undertaken and used to examine visual changes to the sites. These will be taken at strategic times during the year to monitor seasonal changes as a result of changes in the level of usage. The locations for the photographs and the potential changes to be monitored for will be agreed with the relevant Authority prior to the commencement of the monitoring. The comparison for the purpose of monitoring the effects of the Plan will be undertaken using photographs from the same times each year.

Appropriate Assessment

The Conservation (Natural Habitats, etc.) Regulations 1994 place a statutory duty on planning authorities and other competent authorities to meet the requirements of the Habitats and Birds Directives. The Regulations require that, where an authority concludes that a development proposal unconnected with the nature conservation management of a Natura 2000 ('European') site is likely to have a significant effect on that site, it must undertake an Appropriate Assessment of the implications for the conservation interests for which the area has been designated.

As the Core Paths Plan is seeking to encourage the use of existing routes within the Arran Moors and Renfrewshire Heights Special Protection Areas (SPAs) it is necessary to consider the effects of the proposals in accordance with this regulation. In considering the need for an Appropriate Assessment there are two main questions, which require to be answered:

- Is the plan or project likely to have a significant effect on a European site (i.e. SAC, SPA, candidate SAC or potential SPA)?
- Is the plan or project not directly connected with or necessary to the management of the site?

If the answer to both questions is “Yes” then it is essential for the competent authority to undertake an Appropriate Assessment (AA). In this case it has been determined that whilst the Plan is not directly connected with or necessary for the management of the site, it is unlikely to have a significant effect on the sites therefore no further assessment is deemed necessary. It is however recognised that should any improvement works be identified during the Plan period these proposals will require to be assessed to determine their effect on the site(s).

SEA Difficulties

There were no significant difficulties in preparing the Environmental Report.

Conclusion

The potential for adverse effects of the Core Paths Plan on the environment has been assessed and it is concluded that there will be no significant impacts. It is proposed that the measures outlined in the proposed mitigation section of this Report will be implemented on the Plan’s adoption and monitoring will be undertaken from the adoption onwards and will inform any subsequent review of the Plan.

OUTCOME OF CONSULTATION ON THE ENVIRONMENTAL REPORT

The Environmental Report was subject to a 12 week period of public consultation alongside the formal consultation on the Core Paths Plan. Consultation responses were obtained from the Consultation Authorities and a further three responses were obtained from other interested parties. The responses were considered by the Outdoor Access Forum alongside the responses and formal objections to the Plan. A summary of the consultation responses and the Forum's response to these is provided within the Consultation Report, which is available from [Core paths plan](#).

SEPA advised that the Environmental Report is comprehensive and well set out and in general takes into account the issues raised by them in their Scoping consultation response. The response confirmed that SEPA was satisfied that an adequate assessment of the plan had been undertaken and noted that the plan is unlikely to have significant effects on the environment thus no changes have been made to the plan. The response advised that SEPA would have expected the Report to have included a non-technical summary of the findings of the Report. This has been addressed in the production of the final Report.

SNH outlined a few minor inconsistencies in the assessment of the individual paths and the necessary amendments have now been made to ensure that the assessment process is consistent. Landscape had been identified as a potential issue at the Scoping stage however it was deemed that as the routes were all in existence that it would not be necessary to assess them against their impact on the landscape. It was however agreed that Landscape will be considered for future assessments. SNH identified minor issues in relation to the overall assessment process and the necessary amendments have been made to ensure that synergistic effects are fully addressed, all routes have been appropriately assessed and the necessary monitoring is in place.

HS confirmed their support for the plan and welcomed the inclusion of their recommendations made at the Screening and Scoping stages. In addition to this they identified a minor issue in relation to the designation of Gardens and Designed Landscapes and requested the inclusion of Scottish Historic Environment Policy (SHEP 1) into the Report. These issues have now been addressed. HS advised that the requirement for Scheduled Monument Consent is noted and will be considered through the implementation phase. HS also welcomed the proposed consultation on:

- Upgrading works to existing paths or new paths proposed in and around the vicinity of scheduled monuments
- The location of any signposts to be erected in areas adjacent to scheduled ancient monuments, in order that their setting is not impacted upon
- Any proposals to upgrade or carry out physical works to any paths within the boundary of any Properties in Care.

In line with the requirements of the Environmental Assessment (Scotland) Act, a Post Adoption Statement has been prepared for this Report and is available from [Core paths plan](#).

APPENDICES

APPENDIX 1: Main Plans, Programmes, Strategies and Guidance used in the preparation of the Core Paths Plan (CPP)

International plans, programmes, strategies and guidance

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
EU Birds Directive	Protects all wild birds, their nests, eggs and habitats within the EC. Provides the basis to classify Special Protection Areas (SPA) to protect area and vulnerable birds and Special Areas of Conservation (SAC)	The CPP should comply with the Directive by not adversely affect SPAs, SACs or the protection of all wild, rare and vulnerable birds and their nests, eggs and habitats
EU Habitats Directive	Aims to protect biodiversity through the conservation of natural habitats, wild flora and fauna. Provides the basis to classify SPA and SAC and nationally through Sites of Special Scientific Interest (SSSI). The Scottish Government has extended this legislation to include Ramsar sites.	The CPP should comply with the Directive by not adversely affect SPAs, SACs, SSSIs, Ramsar sites or the maintenance and restoration of natural habitats to ensure biodiversity
EU Water Framework Directive	Safeguards the sustainable use of surface water, transitional waters, coastal waters and groundwater. Supports the status of aquatic ecosystems and environments. Addresses issues such as groundwater pollution, flooding, droughts and river basin management planning	The CPP should comply with the Directive by not adversely affect the sustainable use of surface water, transitional waters, coastal waters and groundwater

National legislation, plans, programmes, strategies and guidance

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
Choosing our Future: Scotland's Sustainable Development Strategy	Sets out the Government's vision for a Sustainable Scotland.	<p>The CPP should assist in achieving the Strategy's objectives of:</p> <ul style="list-style-type: none"> – Living within environmental limits – Ensuring a strong, healthy and just society – Achieving a sustainable economy – Promoting good governance; and – Using sound science responsibly
Disability Discrimination Act 1995 & 2005	Ensures that discrimination law covers all the activities of the public sector and requires public bodies to promote equality of opportunity for disabled people. This includes ensuring that disabled people have equal access to facilities and services.	The CPP should meet the provisions of the Act by providing equitably for all abilities and build the needs of disabled people into the Plan
Land Reform (Scotland) Act 2003	Establishes statutory rights of responsible access to land including inland water. Section 17(1) of the Act requires Local Authorities to prepare a CPP within 3 years of the Act coming into force (by February 2008)	The production of the CPP will ensure that the Council meets its statutory responsibility under Section 17(1) of the Act
National Planning Policy Guideline (NPPG) 5: Archaeology and Planning	Sets out the Government's planning policy on the handling of archaeological remains and discoveries under the development plan and development control systems. This includes the weight to be given to them in planning decisions and the use of planning conditions.	<p>The CPP should assist in achieving the Guideline's objectives to:</p> <ul style="list-style-type: none"> – require the protection, preservation and, where appropriate, enhancement of all nationally important sites of archaeological interest and their settings and also for other unscheduled remains and their settings identified as particularly worthy of preservation – Require the protection of and, where appropriate, the enhancement of landscapes of historic importance including Historic Gardens and Designed Landscapes and their settings – Require the excavation and recording of sites where the primary aim of preservation can not be achieved
National Planning Policy Guideline (NPPG) 13 Coastal Planning	Sets out the Government's planning policy on the ways in which planning can contribute to achieving sustainable development and also maintaining and enhancing biodiversity on the coast	<p>The CPP should assist in achieving the Guideline's objectives to:</p> <ul style="list-style-type: none"> – Safeguard cultural heritage resources – Protect existing public open space unless replacement provision can be provided as part of the development retain – Where possible, provide additional opportunities for public access to and along the coast

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
National Planning Policy Guideline (NPPG) 14: Natural Heritage	<p>Sets out the Government's planning policy for the conservation and enhancement of Scotland's natural heritage should be reflected in land use planning. In this context, Scotland's natural heritage includes its flora, fauna, landforms, geology, natural beauty and amenity.</p>	<p>The CPP should assist in achieving the Guideline's objectives to:</p> <ul style="list-style-type: none"> – Protect and, where appropriate, enhance all internationally, nationally and locally designated areas and sites (including potential SPAs and SACs); – Indicate the criteria against which a development affecting a natural heritage designation will be assessed; – Encourage the management and safeguarding of features of the landscape of major importance for nature conservation or amenity, including field boundaries, woodlands, trees, lochs, ponds, watercourses and other wetlands – Include policies for the conservation and/or enhancement of landscape character including, where appropriate, wild landscape character – Make appropriate provision for Local Nature Reserves and the protection and enhancement of open space of natural heritage value – Identify opportunities to extend native woodland cover and to maintain and enhance wetlands – Provide for the conservation of biodiversity and the protection and enhancement of the natural heritage outwith designated areas; – Invoke and apply the precautionary principle – Identify appropriate opportunities to improve public access for the purposes of enjoying and learning about natural heritage
National Planning Policy Guideline (NPPG) 18: Planning and the Historic Environment	<p>Sets out the Government's planning policies in relation to the historic environment with a view to its protection, conservation and enhancement.</p>	<p>The CPP should assist in achieving the Guideline's objectives to:</p> <ul style="list-style-type: none"> – Define the historic environment and, where appropriate, its landscape or townscape setting, in proposals maps – Include policies for the protection, conservation and enhancement of the historic environment and its setting, including listed buildings, conservation areas, scheduled monuments, historic gardens and designed landscapes – Outline criteria that will be applied to development proposals within conservation areas, within the curtilage of listed buildings and development affecting the setting of scheduled monuments, listed buildings, conservation areas and historic gardens and designed landscapes

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
Nature Conservation (Scotland) Act 2004	Sets out a series of measures, which are designed to conserve biodiversity and to protect and enhance the biological and geological natural heritage of Scotland. The Act imposes a wide-ranging duty on public bodies to further the conservation of biodiversity	The CPP should assist in achieving the Council's biodiversity duty by protecting and enhancing, where deemed appropriate, North Ayrshire's natural heritage.
Scottish Historic Environment Policy (SHEP)1: Scotland's Historic Environment	Provides Historic Scotland's policy for the sustainable management of the historic environment.	The CPP should ensure that the characteristics of the historic environment are understood and taken into account so that its overall quality is enhanced rather than diminished.
SHEP 2: Scheduling: protecting	Provides Historic Scotland's policy for scheduling and protecting Scotland's nationally important monuments.	The CPP should not adversely impact on should assist in protecting, where possible, scheduled monuments.
Scottish Biodiversity: It's in Your Hands – A Strategy for the Conservation and Enhancement of biodiversity in Scotland	Provides a 25-year strategy to conserve and enhance biodiversity throughout Scotland. The overall aim of which is "to conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future"	<p>The CPP should assist in achieving the Plan's objectives to:</p> <ul style="list-style-type: none"> – Halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats. – Increase awareness, understanding and enjoyment of biodiversity, and engage many more people in conservation and enhancement. – Restore and enhance biodiversity in all our urban, rural and marine environments through better planning, design and practice. – Develop an effective management framework that ensures biodiversity is taken into account in all decision making.
Scottish Planning Policy (SPP) 1: The Planning System	Provides an overview of the planning system in Scotland under current arrangements and sets out the guiding principals and priorities for the system to guide policy formulation and decision making towards the goal of sustainable development	The CPP should assist in achieving the Policy's objectives to: Conserve important historic and cultural assets; Protect and enhance areas of recreation and natural heritage and support better access by foot, cycle and public transport, as well as by car.
Scottish Planning Policy (SPP) 11: Open Space	Emphasises the importance of quality open spaces and sets out national planning policy on the provision and protection of open space within and on the edges of settlements and on sports and recreation facilities in urban and rural settings. SPP 11 replaces NPPG 11: Sport, Physical Recreation and Open Space	<p>The CPP should assist in achieving the Policy's objectives to:</p> <ul style="list-style-type: none"> – Protect and enhance open space – Ensure a strategic approach to open space and other opportunities for sport and recreation by requiring local authorities to undertake an open space audit and prepare an open space strategy for their area – Protect and support opportunities for sport and recreation; Provide guidance on the quality and accessibility of open space in new developments and on providing for its long-term maintenance and management.

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
Scottish Planning Policy (SPP) 15: Planning for Rural Development	Sets out the approach, key messages and objectives that should underpin planning policies and decisions affecting rural areas. It also describes the increasingly important links between development planning and community planning.	<p>The CPP should assist in achieving the Policy's objectives to:</p> <ul style="list-style-type: none"> – Encourage diversification, distinctiveness and individuality of developments in less populated rural areas, by promoting new ways of working from home, using renewable energy technologies, delivering tourism and recreation projects and developing activities such as aquaculture and equestrianism – Protect prime quality agricultural land except where the land is required to meet strategic development objectives – Support a wide range of economic activity in rural areas and seek environmental enhancement through development – Ensure that any adverse environmental impact of new development in rural areas is mitigated through appropriate tree planting or landscaping; – Support the development of the tourism and leisure industry
Scottish Planning Policy (SPP) 17: Planning for Transport	Promotes the integration of land use planning and transport at the national, regional and local level.	<p>The CPP should assist in achieving the Policy's objectives to:</p> <ul style="list-style-type: none"> – Support economic growth and regeneration; – Take account of identified population and land use changes in improving accessibility to public services, including health services jointly planned with Health Boards – Reduce the need to travel – Promote road safety and safety on public transport – Facilitate movement by public transport including provision of interchange facilities by walking and cycling – Enable people to access local facilities by walking and cycling – Provide high quality public transport access, in order to encourage modal shift away from car use to more sustainable forms of transport, and to fully support those without access to a car
Scottish Planning Policy (SPP) 2: Economic Development	Advocates that economic development should raise the quality of life of the Scottish people through increasing economic opportunities for all, on a socially and environmentally sustainable basis. The planning system should provide strong support for economic development, both new and expanding businesses, where it is consistent with other policies.	The CPP should assist in achieving the Policy's objective to identify supporting environmental action that can assist the delivery of economic development

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
Scottish Rural Development Programme 2007-13	Provides the framework to deliver European and Scottish Government funding promoting social, economic and environmental benefits.	The CPP will assist in achieving the objectives of the SRDP by encouraging positive environmental management and supporting rural and remote communities.
The Scottish Forestry Strategy	<p>Provides the Scottish Government's framework for taking forestry forward through the first half of this century and beyond. It sets out a vision of a forestry sector that is:</p> <ul style="list-style-type: none"> – Diverse and strong; – In tune with the environment; – Employing many people in a wide range of enterprises – Providing the many other services and benefits that people need, now and for the future 	<p>The CPP should assist in achieving the outcomes proposed by the Strategy of:</p> <ul style="list-style-type: none"> – Improved health and well-being of people and their communities – Competitive and innovative businesses contributing to the growth of the Scottish economy – High quality, robust and adaptable environment
The Scottish Outdoor Access Code	Provides guidance on responsible behaviour for recreational users, and on responsible land management in relation to the statutory access rights.	The CPP should be based on the three key principles of the Code which apply equally to access users and landowners/managers of: Respect the interests of other people; Care for the Environment and Take responsibility for your own actions
UK Biodiversity Action Plan	Aims to conserve and enhance biological diversity within the UK and to contribute to the conservation of global diversity through all appropriate measures.	<p>The CPP should assist in achieving the Plan's objectives of:</p> <ul style="list-style-type: none"> – To conserve and where practicable to enhance: <ul style="list-style-type: none"> (a) The overall populations and natural ranges of native species and the quality and range of wildlife habitats and ecosystems (b) Internationally important and threatened species, habitats and ecosystems (c) Species, habitats and natural and managed ecosystems that are characteristic of local areas (d) The biodiversity of natural or semi-natural habitats where this has been diminished over recent past decades – To increase public awareness of, and involvement in, conserving biodiversity
Water Environment and Water Services (Scotland) Act 2003	Makes provision for the protection of the water environment including ground water, surface water and wetlands, for or in connection with implementing the Water Framework Directive (WFD) including the requirement to establish River Basin Management.	The CPP should assist in achieving the Act's objectives of: <ul style="list-style-type: none"> – Prevent the deterioration and enhance the status of aquatic ecosystems, including groundwater – Promote sustainable water use – Reduce pollution; contribute to the mitigation of floods and droughts

Regional plans, programmes, strategies and guidance

Plan, Programme or Strategy (PPS)	Main requirements of the PPS	How it affects or is affected by the CPP
Approved Ayrshire Joint Structure Plan – Growing a Sustainable Ayrshire	The approved AJSP is the strategic land use-planning document for Ayrshire and provides the strategic planning context for the Local Plan.	The CPP should assist in achieving the Plan's vision that: Ayrshire will be a competitive place contributing to a thriving Scotland, that is receptive to change, open and welcoming to new people, new ideas, new activities and new ways of living: with strong vibrant communities: a well-connected, growing, diversified and sustainable economy: an excellent quality of life and healthy environment: with all people enjoying the highest levels of prosperity, choice and accessibility in partnership with the wider West of Scotland.
Ayrshire and Arran Woodland Strategy	The strategy seeks to guide the development and management of woodland to support the local economy, contribute to community well being and promote environmental excellence.	The CPP should assist in achieving the Strategy's aims to: Safeguard and enhance areas of native and semi-natural woodland and promote development of wildlife corridors; safeguard and enhance policy woodlands; Landscape renewal and enhancement and Promotion of community woodlands.
Ayrshire Local Biodiversity Action Plan	Provides proposals and actions to assist in the protection and conservation of biodiversity, which translate the Scottish and UK Biodiversity Strategies and action plans into effective action at a local level.	The CPP should assist in achieving the Plan's objectives to: Safeguard against reduction of priority species populations and Safeguard against net loss of area or quality of key habitats in Ayrshire
Clyde Muirshiel Regional Park – Park Strategy	Provides the basis for the development of the Park's work plans and is the central planning document.	The CPP should assist in achieving the Strategy's objective to provide a well-managed quality landscape offering tourists, day visitors, locals and education groups access to a wide range of countryside recreational opportunities.
Regional Transport Strategy	Sets out the actions and projects needed over the next 15 years to make sure the region's transport networks can help achieve a better quality of life for people in the west of Scotland.	<p>The CPP should assist in achieving the objectives to:</p> <ul style="list-style-type: none"> – Increase the proportion of trips undertaken by walking, cycling and public transport – Enhance the attractiveness, reliability and integration of the transport network – Ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight – Promote and facilitate access that recognises the transport requirements of all – Improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system

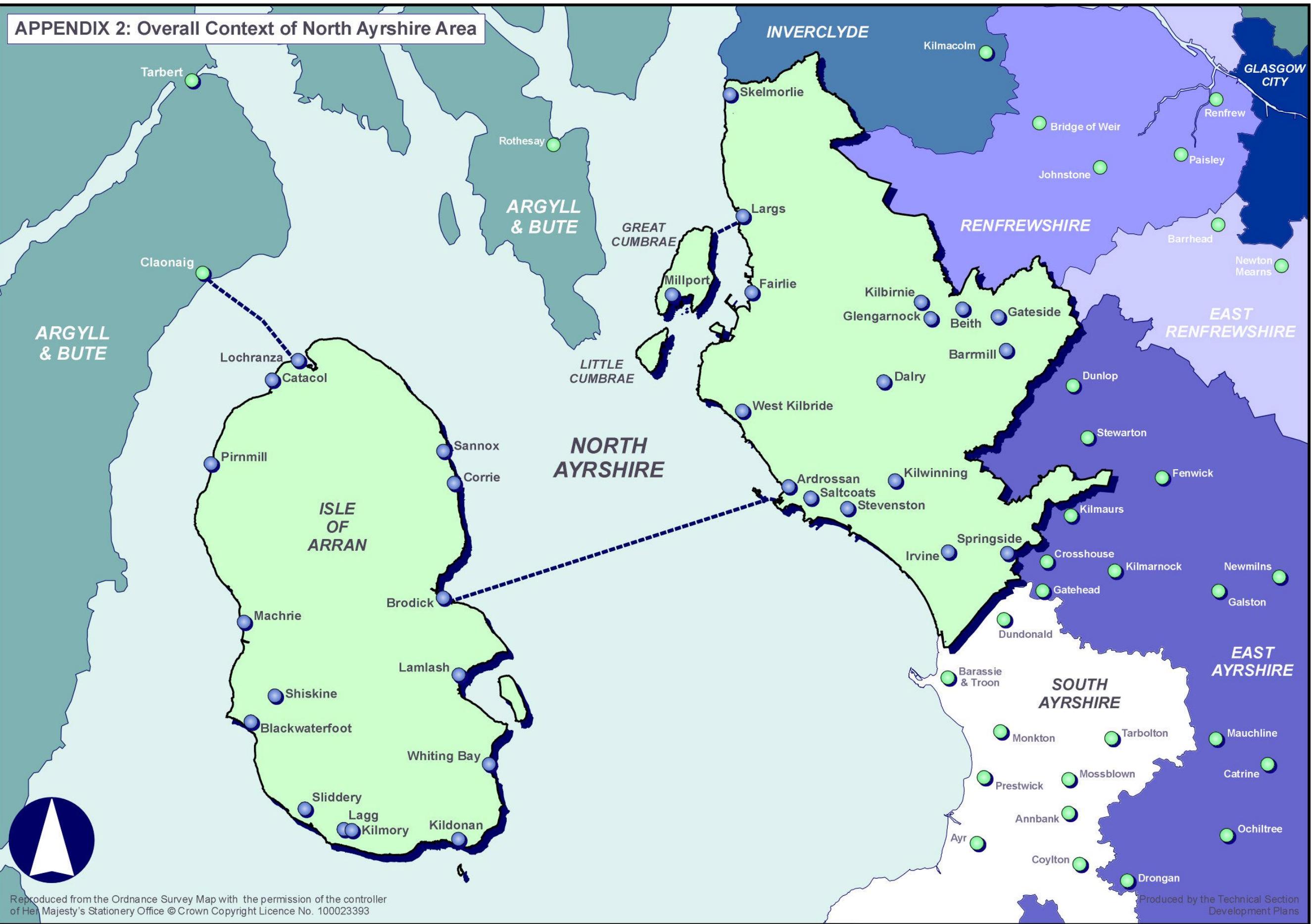
North Ayrshire Council plans, programmes, strategies and guidance

Plan, Programme or Strategy	Summary	Objectives relevant to the Core Paths Plan
Isle of Arran Local Plan	<p>Sets out detailed policies and specific proposals for the development and use of land on the Isle of Arran. Through the policies of the Plan, the Council seeks to work in partnership with the development industry and local people to manage, promote and control change for the economic, social and environmental benefit of the whole community.</p>	<p>The CPP will be inform the development of and be integrated and into the new Development Plan. The CPP will also assist in meeting the existing Plan's objectives:</p> <p>To Protect the Environment:</p> <ul style="list-style-type: none"> – By securing a balance between the competing interests of nature conservation, farming, forestry, infrastructure provision, mineral extraction, tourism, leisure pursuits and development – By ensuring that the historic heritage is conserved <p>To Identify and Promote Opportunities</p> <ul style="list-style-type: none"> – By encouraging investment to improve tourist and visitor facilities – By supporting improved community facility provision – By seeking to secure necessary infrastructure developments <p>To Control and Direct Development</p> <ul style="list-style-type: none"> – By setting out criteria for development – By providing guidance for the siting and design of new development
North Ayrshire (Excluding Arran) Local Plan	<p>Sets out detailed policies and specific proposals for the development and use of land on mainland North Ayrshire and the Cumbraes. Through the policies of the Plan, the Council seeks to work in partnership with the development industry and local people to manage, promote and control change for the economic, social and environmental benefit of the whole community.</p>	<p>The CPP will be inform the development of and be integrated and into the new Development Plan. The CPP will also assist in meeting the existing Plan's objectives of:</p> <ul style="list-style-type: none"> – Integrating land use with effective transport links – Supporting the development of tourism – Promoting development within the town centres – Protecting and enhancing the natural environment – Conserving the built heritage
North Ayrshire Community Plan: North Ayrshire A Better Life	<p>Sets out the strategic direction for North Ayrshire between 2006 and 2016</p>	<p>The production of the CPP is an outcome of the Community Plan Action Plan. The CPP should also assist in achieving the Plan's vision of a better life in North Ayrshire and the shared outcome that the natural and built environment is protected and enhanced.</p>

Plan, Programme or Strategy	Summary	Objectives relevant to the Core Paths Plan
North Ayrshire Council Disability Equality Scheme 2007-2010 Action Plan	Outlines the Council's commitment over the next three years to comply with the new duty to promote disability equality and ensures that Council services, buildings and facilities are accessible and meet everyone's needs.	The CPP should reflect the provisions of the scheme and provide equitably for all sectors of the community
North Ayrshire Council Local Transport Strategy	Currently under review. The draft LTS sets out the Transport Vision and Objectives of the Council and provides a five-year Action Plan for meeting local challenges and needs. When approved, this new document will replace the existing LTS, which was produced in 2000.	<p>The CPP should assist in achieving the vision of the Draft Plan to:</p> <ul style="list-style-type: none"> – Integrate all forms of transport, land use planning, and other strategic policies of the Council relating to economic regeneration, development and the environment; – Maintain and enhance the choice of mode of transport to ensure that all sections of the community have safe, secure and equally opportunity of access to all local facilities, and good transport links to other parts of the country
North Ayrshire Council Plan: Building a Better North Ayrshire	Identifies the Council's priorities, actions and targets to improve service delivery between 2006 and 2009 and aims to build a better North Ayrshire through sustainable regeneration and the continuous improvement of Council Services.	The production of the CPP is identified as an action within the Plan. The CPP should assist in achieving the Plan's objectives of providing a cleaner, greener and more attractive environment and promoting healthier and more active communities
North Ayrshire Outdoor Access Strategy	Provides the strategic vision for outdoor access and provides guidance for actions and the development of projects on the ground.	The criteria developed for selecting Core Paths are based on the key aims and priorities identified within the Strategy. The development of the CPP and associated audit will inform the review of the Strategy.
North Ayrshire Urban Woodlands Management Plan	Provides aims, objectives and prescriptions for the management of woodlands in and around Irvine and Kilwinning for recreation, conservation and biodiversity.	The CPP should take the provisions of the Management Plan into account when addressing paths within the woodland sites.

Local plans, programmes or strategies

Plan, Programme or Strategy	Summary	Objectives relevant to the Core Paths Plan
Arran Paths and Tracks Strategy	Provides the strategic vision for outdoor access development on the Island of Arran. Provided the direction for the development of the South Island and Arran Access Projects	The CPP should reflect and assist in achieving the aims and objectives of the Strategy. The Strategy is currently under review and the CPP will inform this process.



APPENDIX 3: Path Assessment Form

Path and Assessment Details

Date	
Assessment undertaken by	
Path Reference	
Path Name	
Location (nearest town)	

Assessment

SEA issue	Comments	Magnitude of impact
Biodiversity		
Cultural Heritage		

Summary

Attribute	Importance Level	Magnitude of Impact	Significance of Impact
Biodiversity (Biod)			
Cultural Heritage (CH)			

APPENDIX 4: Summary of assessment

Biodiversity Assessment

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR01	Newton Point	SSSI	none	High	Existing route which only partially passes through the SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR02	Newton Point to Laggan	SSSI	SINC	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR03	Laggan to Fallen rocks	SSSI	SINC	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR04	Fallen Rocks to picnic site	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR101	Brodick Primary School To Rosa Burn Bridge	none	none	Low	Existing road between two SINC	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR103	Brodick Primary School to Rosa burn Bridge	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR104	Glencloy Path - Brodick to Glencloy	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR105	Brodick to Mayish and Lamlash	SINC	none	Medium	Existing route partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR117	Strathwillan to Corriegills	SINC	none	Medium	Existing route partially within SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR118	Corriegills to Dun Fionn	Adjacent to SSSI	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR119	Dun Fionn link	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR12	Lochranza to Laggan	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR120	Clauchland Hills route	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR122	Clauchlands to Dun Fionn	Adjacent to SSSI	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR124	Innean Mor to Hamilton Terrace	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR125	Clauchland Hills route	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR126	Clauchland Hills route	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR127	Boneen to Cuddy Dook	SINC	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR128	Putting Green to Boneen	none	none	Low	Existing road passes close to open space	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR129	Benlister Road to Putting Green	none	none	Low	Existing route passes close to TPO, open space and SINC	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR13	Lochranza - the Haven to Narachan	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR133	A841 to A841 at Lamlash	none	none	Low	Existing route and road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR136A	Sliddery to Slidderywater Foot	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
AR14	Sona Burn Bridge to Sannox Bay	SINC	none	Medium	Existing route partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR141	Kilpatrick Point paths	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR146	Port na Balach	SINC	none	Low	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR147	Glenrosa Campsite to AR74	SPA	SSSI	Very high	Existing route partially through SPA and SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR151	Brodick Seafront	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR208	Kings Cave circular route	SPA	SSSI	Very high	Existing route partially through SPA and SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR21	NCN7 - Lochranza to Sannox	SPA	SSS!	Very High	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Low Insignificance
AR215	Drumadoon to Kings Cave Cliff Top path	SSSI	none	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR218	Shishkine Golf Club to Drumadoon	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR219	Blackwaterfoot to Golf Course	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR221	Shiskine to Glen Ree	SINC	none	Medium	Existing forest track	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR222	Moorland path Shiskine to Glen Ree	SPA	SSSI	Very High	Existing forest track	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Low Significance

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR23	Lochranza Pier	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR231	Kilmory Square	SINC	Adjacent/leads to SSSI	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR232	Torrylinn	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR235	Forest Cycle Route - Kilmory to AR246	none	none	Low	Existing forest track	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
AR246	Forest Cycle Route - Kilmory to Lamlash	none	none	Low	Existing forest track adjacent to SPA	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
AR249	Kildonan All Abilities Route	Adjacent/leads to SSSI	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
AR263	Farm track from Largybeg to Largymeanoch	SPA	none	Very high	Existing route adjacent to SPA and SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR265	Giants Graves to Glenashadale Falls	SPA	SINC	Very high	Existing route partially within SPA	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR266	Largymeanoch to Giants Graves	SPA	none	Very high	Existing route partially within SPA	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR268	Glenashadale Falls	SAC	none	Very high	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR270	Glenashadale track from AR269 to Forest road	SINC	none	Medium	Existing route partially within SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR286	Holy Isle - Jetty to Lighthouse path	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR291	Dyemill path	SINC	none	Medium	Existing route partially within two SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR292	Lamlash to Dyemill Farm Track	SINC	none	Medium	Existing road partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR295	Cuddy Dook path to cordon	SINC	none	Medium	Existing route partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR34	North Glen Sannox	SPA	SSSI	Very High	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Low Significance
AR41	Picnic area to Sannox Bay - North Sannox to Sannox	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR44	North Sannox to Blue Rock link	SINC	none	Medium	Existing route within SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR50	Glen Sannox to the Saddle	SPA	SSSI	Very high	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR51	Sannox to Glen Sannox	none	none	Low	Existing route adjacent to SPA	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
AR52	NCN7 - Sannox to Corrie	none	none	Low	Existing road adjacent to SINC	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR63	Corrie to Goatfell	SSSI	none	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR64	Goatfell to Corrie	SPA	SINC	Very high	Existing route partially through SPA and SINC	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR74	Saddle to Glen Rosa	SPA	SSSI	Very high	Existing route partially through SPA and SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR76	Goatfell (Tourist Route)	SPA	SSSI	Very high	Existing route partially through SPA and SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Low Significance
AR78	Corrie to Merkland	SINC	none	Medium	Existing route partially within SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
AR79	NCN 7 - Corrie to Brodick	SINC	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR81	Coirein Lochan	SSSI	none	High	Existing route partially through SSSI	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
AR95	Brodick Castle Country Park and Merkland Wood	Country Park	SINC	Medium	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR96	Brodick Castle Country Park and Merkland Wood	Country Park	SINC	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR97	Brodick Castle Country Park - Main Drive	Country Park	SINC	Medium	Existing route - Main Drive	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
AR98	Fisherman's Walk	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
GV01	NCN 7 - Woodgreen to Kilbirnie	SINC	none	Medium	Existing route mainly on road only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
GV04	Glen Garnock to Maich Water	Regional Park	SINC	High	Existing route partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
GV06	Moorpark loop	none	none	Low	Existing road beside a SINC and open space	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
GV07	Renfrewshire link	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
GV07A	Woodside loop	none	none	Low	Existing road which passes close to a SINC and Open space	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
GV13	Blair Road to Town Centre	none	none	Low	Existing road which passes close to a SINC	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the adjacent designations will not be compromised.	Insignificant
GV16	Drakemyres and Roche Route	SINC	none	Medium	Existing route which only passes partially through the SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
GV42	Ryefield House Path	SINC	none	Medium	Existing route which only passes through part of the SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
GV44	Dalry Cross to Cemetery	none	none	Low	Existing road adjacent to Cemetery (Open space)	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
IK01	Eglinton Country Park - Car Park to via Sourlie	Country Park	SINC	Medium	Existing route only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK02	NTT Capringston to Sourlie	SINC	Green/ Openspace	Medium	Existing route only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK03	NCN 73 - Capringston to Newmoor Roundabout	SINC	Green/ Openspace	Medium	Existing route part of NCN only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
IK04	NCN 73 - Newmoor Roundabout to	Green/Openspace	none	Medium	Existing route part of NCN	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK05	NCN 7/73 - Towns Moor	SINC	Green/ Openspace	Medium	Existing route part of NCN	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK06	NCN 7/73 - River Irvine to Garnock Floods	SINC	Green/ Openspace	Medium	Existing route part of NCN	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK07	Marine Drive to Merryvale Road	SINC	Green/ Openspace	Medium	Existing route partially on road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK08	Harbourside to Low Green including part of NCN 7	Green/ Openspace	none	Medium	Existing route part of NCN adjacent to SINC and SSSI	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK09	Porthead to Shopping Mall	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
IK10	NCN 7 - Beach Park to Maritime Museum	Green/ Openspace	none	Medium	Existing route through Beachpark	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK11A	IK10 to Beach	Green/ Openspace	none	Medium	Existing route through Beachpark	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
IK12	Corsehill Roundabout to A78	SINC	none	Medium	Existing route only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK13	Riverside Business Park	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK14	Riverside BP to Shewalton	SINC	Green/ Openspace	Medium	Existing route only partially through openspace	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK15	Tarryholm to Milgarholm Roundabout	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised	Insignificant
IK16	Milgarholm to Golfields	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK18	NCN 73 - Overtoun Road to East Ayrshire border	none	none	Low	No comments	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK20	NCN 7 - Gailes	Green/ Openspace	Adjacent to SSSI for small stretch	Medium	Existing route only partially through openspace	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK21	A78 Overpass to Brassie Gateside Bridge	none	none	Low	Existing route adjacent to Golf Course	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
IK22	NCN7/73 - Garnock Floods to route split	none	none	Low	No comments	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
IK23	NCN 73 - Kilwinning to Garnock Viaduct	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24A	Eglinton Country Park – Kilwinning Gates to Suspension Bridge	Country Park	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24B	Eglinton Country Park – Suspension Bridge Path	Country Park	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24C	Eglinton Country Park – Suspension Bridge to Visitor Centre	Country Park	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24E	Eglinton Country Park – Eglinton Loch Path	Country Park	SINC	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24F	Eglinton Country Park – Millburn to Chapelholms	Country Park	SINC	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK24G	Eglinton Country Park – Sourlie to Millburn	Country Park	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK25	Montgomerie Park	SINC	Green/ Openspace	Medium	Existing route only partially through SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
IK27	Stevenston to Ardeer	none	none	Low	No comments	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK38	Hill Interchange to Montgomerie Park	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK42	NCN 7 - South Ayrshire border to Gailes	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK56	NCN 7 - Woodgreen to Blair Estate	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK60	Kirk Vennel to High Street	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
IK62	NCN 7 - Beachpark	SINC	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK68	NCN junction at Nethermains to ECP suspension	Country Park	Green/ Openspace	Medium	Existing route within Country Park	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK70	River route	Country Park	Green/ Openspace	Medium	Existing route within Country Park	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK74	Castle path	Country Park	Green/ Openspace	Medium	Existing route within Country Park	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
IK77	NCN 73 – Merryvale Road to Marress Roundabout	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
IK86	Montgomerie Park	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
IK90	Fencedyke	SINC	Green/ Openspace	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC01	Millport Cycle Route (Road)	SINC	none	Medium	Existing road adjacent to SSSI	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC01a	Millport Prom	Green/ Openspace	none	Medium	Existing route - promenade	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC02	Inner Circle	SINC	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC10	Largs to Skelmorlie (Red Road)	SINC	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC11	Site of St Fillans Chapel to Brisbane Lodge	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC111	Thirdpart	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
NC12	Brisbane Glen Road	Regional Park	none	High	Existing road SPA on either side of Road	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
NC120	Skelmorlie	SINC	TPO	Medium	Existing road will not affect TPO	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised	Insignificant
NC122	West Kilbride Cycle Route	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
NC123	West Kilbride Cycle Route	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible.	Insignificant
NC15	Largs Promenade to NC45A	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC21	Largs Cycle Route	Green/ Openspace	TPO	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC23	Fairlie Moor Road	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
NC28	Fairlie Moor to Lawwoodhead	Regional Park	SINC	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
NC30	Crosbie Caravan Park to Lawwoodhead	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
NC31	Fairlie Castle to Fairlie Moor Road	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC32	Farlie Burn to Daimond Hill	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC33	A78 to Fairlie Moor Road	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC34	Kaim Hill Loop	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC36	Hunterston Cycle Route	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC38	A78 to Thirdpart junction	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
NC39	West Kilbride Loop including Kirktonhall Glen	Green/ Openspace	none	Medium	Existing route and road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC41	Farland Point	SINC	none	Medium	Existing route - all abilities path	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC44	Cow Lane	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
NC45A	Greeto Bridge	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC49	Baidlandhill	Regional Park	none	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
NC54	Fairlie Moor Road	SINC	none	Medium	Existing route only passes through small section of SINC	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC60	West Kilbride to Portencross Pier	SSSI	SINC	High	Existing route	Negligible	Route across less than 10% of designated site with small increase in usage anticipated.	This is currently a popular route, no physical improvements are proposed and the integrity of the designation will not be compromised by the adoption as a CP and the proposed increase in use is anticipated to be minimal.	Insignificant
NC61	Hunterston Peninsula Route to West Kilbride	none	none	Low	Existing route adjacent to SSSI	Negligible	The route is not within the designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
NC64	Fairlie Castle to Fairlie Burn Bridge	SINC	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC65	Largs Promenade	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC74	Bute Terrace to Caravan Park	SINC	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
NC77	Millport Promenade	Green/ Openspace	none	Medium	Existing route	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
NC82	Farland Point to Millport	none	none	Low	Existing road	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
NC99	Wildcat road	none	none	Low	Existing route	Negligible	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route as a CP therefore the impact of its adoption will be negligible	Insignificant
TT07	NCN73 - Ardeer Mains to George Street	Green/ Openspace	SINC	Medium	Existing route through Park	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT08	NCN73 - George Street to Sandylands Prom	Green/ Openspace	none	Medium	Existing route bounds an LNR	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT09	NCN73 - Sandylands Prom to Glasgow Street	Green/Openspace	Adjacent to SSSI	Medium	Existing route also adjacent to LNR for a small section	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT10	West Kilbride Cycle Route	Green/ Openspace	none	Medium	Existing route which only passes through a small section at North Shore	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT11	George Street to Ardeer Point	Green/ Openspace	none	Medium	Existing road	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT12	Kerelaw Castle Path	Green/ Openspace	none	Medium	Existing route through Cemetery	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Biodiversity Assessment Query

Path ref	Path name	Biod designation	Biod designation 2	Biod Importance level	Biod Imp comments	Biod Magnitude of impact	Biod mag comments	Biod Mag summary	Overall Biodiversity significance
TT13	Auchenharvie Playing Fields path	Green/ Openspace	none	Medium	Existing route through playing fields	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT14	Old Caley Railway line path	Green/ Openspace	none	Medium	Existing route along former railway line	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT23	Auchenharvie Golf Course Path	Green/ Openspace	none	Medium	Existing route through golf course	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT24	Stevenston Beach LNR routes	LNR	Green/ Openspace	Medium	Existing routes through LNR	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT26	Caledonia Primary to North Crescent	Green/ Openspace	none	Medium	Existing route only small section within open space	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT31	Holm Plantation	Green/ Openspace	none	Medium	Existing route through Plantation	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT32	Holm Plantation	Green/ Openspace	none	Medium	Existing route through Plantation	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant
TT36	Glebe routes	Green/ Openspace	none	Medium	Existing route through openspace	Negligible	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route as a CP therefore the integrity of the designations will not be compromised.	Insignificant

Cultural Heritage

Cultural Heritage Assessment Query

Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR01	Newton Point	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR02	Newton Point to Laggan	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Cock of Arran, Salt-work		Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR03	Laggan to Fallen rocks	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Laggantuin Deserted Settlements		Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR04	Fallen Rocks to picnic site	Scheduled Ancient Monuments	none	High	Existing route within 50m SAM - North Sannox Cairn	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR101	Brodick Primary School To Rosa Burn Bridge	Archaeological and Industrial Archaeological Sites	none	Medium	Existing road within 50m of archaeological site (Stronach Standing Stones) and near to listed buildings	insignificant	The route does not pass through the designated site and as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised	insignificant
AR103	Brodick Primary School to Rosa burn Bridge	Archaeological and Industrial Archaeological Sites	none	Medium	Existing road within 50m of archaeological site (Stronach Standing Stones)	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR104	Glencloy Path - Brodick to Glencloy	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR105	Brodick to Mayish and Lamlash	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Blairmore Glen Stone Circle	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR117	Strathwillan to Corriegills	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR118	Corriegills to Dun Fionn	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR119	Dun Fionn link	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR12	Lochranza to Laggan	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR120	Clauchland Hills route	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR122	Clauchlands to Dun Fionn	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Blairmore Glen Stone Circle and Standing Stone	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR124	Innean Mor to Hamilton Terrace	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR125	Clauchland Hills route	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR126	Clauchland Hills route	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR127	Boneen to Cuddy Dook	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR128	Putting Green to Boneen	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR129	Benlister Road to Putting Green	Listed Buildings	none	High	Existing route close to listed buildings	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR13	Lochranza - the Haven to Narachan	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR133	A841 to A841 at Lamlash	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR136A	Sliddery to Slidderywater Foot	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR14	Sona Burn Bridge to Sannox Bay	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Laggantuin Deserted Settlements		Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR141	Kilpatrick Point paths	Scheduled Ancient Monuments	none	High	Existing route close to SAM and within Sensitive Zone on Arran	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designation and the sensitive zone will not be compromised.	insignificant
AR146	Port na Balach	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR147	Glenrosa Campsite to AR74	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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AR151	Brodick Seafront	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR208	Kings Cave circular route	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM Tor More Hut Circlea and Kings Cave and within sensitive zone	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR21	NCN7 - Lochranza to Sannox	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR215	Drumadoon to Kings Cave Cliff Top path	Scheduled Ancient Monuments	Archaeological and Industrial Archaeological Sites	High	Existing route within 50m of King's Cave and within sensitive zone	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR218	Shishkine Golf Club to Drumadoon	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within sensitive zone	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR219	Blackwaterfoot to Golf Course	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within sensitive zone	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR221	Shiskine to Glen Ree	Archaeological and Industrial Archaeological Sites	none	Medium	Existing forest track within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the sensitive zone will not be compromised.	insignificant
AR222	Moorland path Shiskine to Glen Ree	Archaeological and Industrial Archaeological Sites	none	Medium	Existing forest track within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the sensitive zone will not be compromised.	insignificant
AR23	Lochranza Pier	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the sensitive zone will not be compromised..	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR231	Kilmory Square	Scheduled Ancient Monuments	Archaeological and Industrial Archaeological Sites	High	Existing route within 50m of SAM, Torrylin Chambered Cairn and within sensitive one	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR232	Torrylinn	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR235	Forest Cycle Route - Kilmory to AR246	Archaeological and Industrial Archaeological Sites	none	Medium	Existing forest track within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR246	Forest Cycle Route - Kilmory to Lamlash	Archaeological and Industrial Archaeological Sites	none	Medium	Existing forest track within sensitive zone	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR249	Kildonan All Abilities Route	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR263	Farm track from Largybeg to Largymeanoch	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Bealach Gaothar Chambered Cairn	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR265	Giants Graves to Glenashadale Falls	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Torr an Loigste, Giants Graves South and Giant's Graves, Whiting Bay Chambered Cairns	insignificant	The route does not pass through the designated site but is within a 50m buffer zone	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR266	Largymeanoch to Giants Graves	Scheduled Ancient Monuments	none	High	Existing route close to SAM - Bealach Gaothar and Giant's Graves South Chambered Cairns	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR268	Glenashadale Falls	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within 50m of Whiting Bay Chapel; Burial Ground	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR270	Glenashadale track from AR269 to Forest road	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR286	Holy Isle - Jetty to Lighthouse path	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within 50m of St Molaise's Cave and Table	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR291	Dyemill path	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR292	Lamlash to Dyemill Farm Track	Listed Buildings	none	High	Existing road close to listed building	insignificant	The route does not pass through the designated site and as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR295	Cuddy Dook path to cordon	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR34	North Glen Sannox	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR41	Picnic area to Sannox Bay - North sannox to Sannox	Scheduled Ancient Monuments	none	High	Existing route close to SAM	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR44	North Sannox to Blue Rock link	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR50	Glen Sannox to the Saddle	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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AR51	Sannox to Glen Sannox	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR52	NCN7 - Sannox to Corrie	Conservation Areas	none	Medium	Existing route partially through Conservation Area and adjacent to Listed Buildings	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR63	Corrie to Goatfell	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR64	Goatfell to Corrie	Conservation Areas	none	Medium	Existing route	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR74	Saddle to Glen Rosa	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR76	Goatfell (Tourist Route)	Designed Landscapes and Gardens	none	High	Existing route partially through Garden and Designed Landscape	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR78	Corrie to Merkland	Designed Landscapes and Gardens	none	High	Existing route partially within the Garden and Designed Landscape		Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR79	NCN 7 - Corrie to Brodick	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
AR81	Coirein Lochan	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
AR95	Brodick Castle Country Park and Merkland Wood	Designed Landscapes and Gardens	none	High	Existing route	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR96	Brodick Castle Country Park and Merkland Wood	Designed Landscapes and Gardens	none	High	Existing route	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
AR97	Brodick Castle Country Park - Main Drive	Scheduled Ancient Monuments	Designed Landscapes and Gardens	High	Existing route within 50m of SAM - Deer Park Standing Stones	insignificant	Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
AR98	Fisherman's Walk	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
GV01	NCN 7 - Woodgreen to Kilbirnie	Designed Landscapes and Gardens	none	High	Existing road adjacent to a Garden and Designed Landscape	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
GV04	Glen Garnock to Maich Water	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within 50m of Ladyland Castle	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
GV06	Moorpark loop	Local Landscapes of Historic Interest	none	Medium	Existing road which only partially passes through the site and adjacent to a B listed building	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
GV07	Renfrewshire link	Local Landscapes of Historic Interest	none	Medium	Existing road which passes close to a Local Landscape of Historic Interest	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
GV07A	Woodside loop	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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GV13	Blair Road to Town Centre	Listed Buildings	Conservation Areas	High	Existing road which only partially passes through the Conservation area	Insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
GV16	Drakemyres and Roche Route	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
GV42	Ryefield House Path	Listed Buildings	none	High	Existing route passes near to one C grade Listed building	Insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
GV44	Dalry Cross to Cemetery	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
IK01	Eglinton Country Park - Car Park to via Sourlie	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
IK02	NTT Caprington to Sourlie	Local Landscapes of Historic Interest	none	Medium	Existing route close to LLHI	Insignificant	The route does not pass through the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	Insignificant
IK03	NCN 73 - Caprington to Newmoor Roundabout	Conservation Areas	none	Medium	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
IK04	NCN 73 - Newmoor Roundabout to	none	none	Medium	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
IK05	NCN 7/73 - Towns Moor	Conservation Areas	none	Medium	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant

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IK06	NCN 7/73 - River Irvine to Garnock Floods	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK07	Marine Drive to Merryvale Road	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK08	Harbourside to Low Green including part of NCN 7	Conservation Areas	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK09	Porthead to Shopping Mall	Listed Buildings	none	High	Existing route near listed buildings	insignificant	The route does not pass through the designated site and as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
IK10	NCN 7 - Beach Park to Maritime Museum	Conservation Areas	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK11A	IK10 to Beach	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK12	Corsehill Roundabout to A78	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK13	Riverside Business Park	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK14	Riverside BP to Shewalton	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK15	Tarryholm to Milgarholm Roundabout	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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IK16	Milgarholm to Golfields	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK18	NCN 73 - Overtoun Road to East Ayrshire border	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK20	NCN 7 - Gailes	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK21	A78 Overpass to Brassie Gateside Bridge	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK22	NCN7/73 - Garnock Floods to route split	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK23	NCN 73 - Kilwinning to Garnock Viaduct	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK24A	Eglinton Country Park – Kilwinning Gates to Suspension Bridge	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK24B	Eglinton Country Park – Suspension Bridge Path	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK24C	Eglinton Country Park – Suspension Bridge to Visitor Centre	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK24E	Eglinton Country Park – Eglinton Loch Path	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
IK24F	Eglinton Country Park – Millburn to Chapelholms	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK24G	Eglinton Country Park – Sourlie to Millburn	Designed Landscapes and Gardens	none	Medium	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK25	Montgomerie Park	Listed Buildings	none	High	Existing route close to a C(S) Listed Building	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
IK27	Stevenston to Ardeer	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK38	Hill Interchange to Montgomerie Park	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK42	NCN 7 - South Ayrshire border to Gailes	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK56	NCN 7 - Woodgreen to Blair Estate	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK60	Kirk Vennel to High Street	Scheduled Ancient Monuments	Conservation Areas	High	Existing route within 50m of SAM Seagate Castle and listed buildings	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
IK62	NCN 7 - Beachpark	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
IK68	NCN junction at Nethermains to ECP suspension	Designed Landscapes and Gardens	none	High	Existing route partially within Garden and Designed Landscape		Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
IK70	River route	Designed Landscapes and Gardens	none	High	Existing route		Route across less than 10% of designated site with small increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
IK74	Castle path	Designed Landscapes and Gardens	none	High	Existing route near to Listed Building	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
IK77	NCN 73 – Merryvale Road to Marress Roundabout	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK86	Montgomerie Park	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
IK90	Fencedyke	Local Landscapes of Historic Interest	none	Medium	Existing route	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC01	Millport Cycle Route (Road)	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC01a	Millport Prom	Conservation Areas	none	Medium	Existing route - promenade	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC02	Inner Circle	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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NC10	Largs to Skelmorlie (Red Road)	Local Landscapes of Historic Interest	none	Medium	Existing road	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC11	Site of St Fillans Chapel to Brisbane Lodge	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC111	Thirdpart	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC12	Brisbane Glen Road	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC120	Skelmorlie	Conservation Areas	none	Medium	Existing road	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC122	West Kilbride Cycle Route	Conservation Areas	none	Medium	Existing road	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC123	West Kilbride Cycle Route	Listed Buildings	none	High	Existing road close to Listed Buildings	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
NC15	Largs Promenade to NC45A	Scheduled Ancient Monuments	none	High	Existing road within 50m of SAM - Skelmorlie Aisle/St Columba's Church	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised	insignificant
NC21	Largs Cycle Route	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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Path ref	Path name	CH designation	CH designation 2	CH Importance level	CH Imp comments	CH Magnitude of impact	CH Mag comments	CH Mag Summary	Overall CH Sig of impact
NC23	Fairlie Moor Road	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC28	Fairlie Moor to Lawwoodhead	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC30	Crosbie Caravan Park to Lawwoodhead	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC31	Fairlie Castle to Fairlie Moor Road	Scheduled Ancient Monuments	Archaeological and Industrial Archaeological Sites	High	Existing route within 50m of SAM - Fairlie Castle and Diamond Hill	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
NC32	Fairlie Burn to Daimond Hill	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC33	A78 to Fairlie Moor Road	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC34	Kaim Hill Loop	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC36	Hunterston Cycle Route	Local Landscapes of Historic Interest	none	Medium	Existing route	insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	insignificant
NC38	A78 to Thirdpart junction	none	none	Low	Existing road	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC39	West Kilbride Loop including Kirktonhall Glen	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant

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NC41	Farland Point	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC44	Cow Lane	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC45A	Greeto Bridge	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC49	Baidlandhill	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC54	Fairlie Moor Road	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC60	West Kilbride to Portencross Pier	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC61	Hunterston Peninsula Route to West Kilbride	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
NC64	Fairlie Castle to Fairlie Burn Bridge	Scheduled Ancient Monuments	none	High	Existing route within 50m of SAM - Fairlie Castle	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant
NC65	Largs Promenade	Archaeological and Industrial Archaeological Sites	none	Medium	Existing route within 50m of Largs Mound	insignificant	The route does not pass through the designated site but is within a 50m buffer zone as it is existing does not affect the setting of the designated site.	There are no physical improvements proposed with the designation of this route therefore the integrity of the neighbouring designations will not be compromised.	insignificant

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NC74	Bute Terrace to Caravan Park	Conservation Areas	none	Medium	Existing road partially in Conservation Area	Insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	Insignificant
NC77	Millport Promenade	Conservation Areas	none	Medium	Existing route	Insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designations will not be compromised.	Insignificant
NC82	Farland Point to Millport	Conservation Areas	none	Medium	Existing road	Insignificant	Route across less than 10% of designated site with small/medium increase in usage anticipated.	There are no physical improvements proposed with the designation of this route therefore the integrity of the designation will not be compromised.	Insignificant
NC99	Wildcat road	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
TT07	NCN73 - Ardeer Mains to George Street	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
TT08	NCN73 - George Street to Sandylands Prom	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
TT09	NCN73 - Sandylands Prom to Glasgow Street	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
TT10	West Kilbride Cycle Route	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant
TT11	George Street to Ardeer Point	none	none	Low	Existing route	Insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	Insignificant

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TT12	Kerelaw Castle Path	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT13	Auchenharvie Playing Fields path	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT14	Old Caley Railway line path	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT23	Auchenharvie Golf Course Path	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT24	Stevenston Beach LNR routes	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT26	Caledonia Primary to North Crescent	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT31	Holm Plantation	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT32	Holm Plantation	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant
TT36	Glebe routes	none	none	Low	Existing route	insignificant	The route is not within or close to a designated site	There are no physical improvements proposed with the designation of this route therefore the impact of its adoption will be negligible	insignificant



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