

Annex 3 – Assessment Record for Aim and Objectives

SEA assessment sheet – aims and objectives	
Aim and Objectives	<p>Aim</p> <p>The Core Paths Plan will help people to enjoy and understand the special qualities of the Cairngorms National Park by identifying a network of paths which offer a wide range of high quality outdoor access opportunities.</p> <p>Objectives</p> <p>The core paths network will:</p> <ol style="list-style-type: none"> a) Help to conserve the Park's natural and cultural heritage and encourage people to enjoy it in a responsible way; b) Help those living and working on the land; c) Help to deliver the priorities for each area identified in the Outdoor Access Strategy; d) Provide for a wide range of activities; e) Provide for a wide range of abilities; f) Include a wide range of popular routes; and g) Include paths within, around and between communities and to public transport connections and places of local importance.
Purpose of Aim and Objectives	To give a clear and succinct direction as to what will be achieved by the Core Paths Plan.
Identify network options including consideration of alternatives where relevant:	<p>A longer and more complex aim was considered, however, it was felt that the detail should be covered in the objectives and the aim should be short and succinct. The objectives were initially called 'selection criteria' and were limited to only five. It was considered, however, that it would be better to have objectives for the network as a whole and that there should be more short objectives rather than fewer detailed objectives.</p> <p>No other alternatives were considered.</p>
<p>Prediction of direct and indirect effects:</p> <p>Detailed assessment of the aim and objectives of the Core Paths Plan against each SEA objective and reason behind predictions (see following page).</p>	

SEA assessment sheet – aims and objectives <i>continued</i>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	++	The aim encourages people to enjoy and understand the special qualities of the Cairngorms National Park. This combined with objectives a) and b) in particular should ensure that the loss of priority species is prevented and recreational impacts on designated species is minimised.
2. To conserve and enhance the diversity of habitats	++	The aim encourages people to enjoy and understand the special qualities of the Cairngorms National Park. This combined with objectives a) and b) should ensure that disturbance to priority habitats is minimised as is recreational impact on designated sites.
3. To maintain and enhance the integrity of ecosystems	++	Objectives a) and b) in particular should ensure that recreation and associated infrastructure does not create new barriers to native species movement or fragment habitats.
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	++	The aim encourages people to enjoy and understand the special qualities of the Cairngorms National Park. This combined with objectives a) and b) should ensure that when new sections of the network are constructed adverse downstream impacts are avoided and disturbance and potential pollution are minimised.
5. To maintain catchment processes and hydrological systems	++	The aim encourages people to enjoy and understand the special qualities of the Cairngorms National Park. This combined with objectives a) and b) should ensure that pollution risks from infrastructure development and recreational activity are minimised.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	++	The aim encourages people to enjoy and understand the special qualities of the National Park. This combined with objectives a), b) and c) should ensure that recreational impacts on landscape character and experience is minimised and recreation infrastructure site and designed to make a positive contribution to landscape character.

SEA assessment sheet – aims and objectives <i>continued</i>		
SEA objectives	Score	Reasoning for score
7. To ensure responsible access for all	++	The combination of the aim and all of the objectives will prevent the loss/fragmentation of access networks, create appropriate new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	++	The combination of the aim and all of the objectives will ensure that a network of core paths is identified which will minimise the need for travel by private car.
9. To use natural resources/material assets in a sustainable way	=	The aim and objectives themselves will not have an effect in relation to use of local materials, however, the Core Paths Plan will be implemented in line with policies in the Outdoor Access Strategy. Policy 1 of the Strategy encourages use of local materials where appropriate in development of recreation infrastructure.
10. To conserve and where appropriate enhance the historic environment	++	The aim encourages people to enjoy and understand the special qualities of the Cairngorms National Park and objective a) relates to helping people conserve and enjoy the Park's cultural heritage in a responsible way. As such recreation impacts on archaeological sites and/or their setting should be minimised as should recreation impacts on designed landscapes.
11. To maintain a sustainable and healthy population	++	The combination of the aim and all of the objectives will ensure non-car access to services for communities, access to recreation opportunities and encourage communities and visitors to be more active.
12. To improve sustainable energy efficiency	+	The combination of the aim and all of the objectives will ensure that a network of core paths is identified which will minimise the need for travel by private car. The aim and objectives themselves will not have an effect in relation to maximising energy efficiency on new recreation development, however, the Core Paths Plan will be implemented in line with policies in the Outdoor Access Strategy which do encourage this.

SEA assessment sheet – aims and objectives <i>continued</i>		
SEA objectives	Score	Reasoning for score
13. To reduce waste and pollution	++	The combination of the aim and all of the objectives will ensure that a network of core paths is identified which will minimise the need for travel by private car and will ensure that people can access facilities such as public toilets etc, therefore helping to minimise pollution from human waste and litter.
14. To maintain and enhance the quality of the built environment	++	The combination of the aim and in particular objective a) will ensure that new recreation infrastructure and development will be of a high quality and will help to conserve the Park's cultural heritage.
Summary of criteria effects		The aim and objectives will have strongly positive effects for most of the SEA objectives.
Options for mitigation or modification		None

Annex 4 – Assessment Record for Area Networks

SEA assessment sheet – Central Cairngorms		
Network	Central Cairngorms	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Central Cairngorms area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>Not including paths in the network which pass through remote and upland areas was considered due to safety and principles of not waymarking in these remote areas. It was considered, however, that the network would not be sufficient in its own right without some of these routes and as such a number of the most popular historic routes through the hills which provide links across the Park have been proposed within this area network. It is proposed that the paths in this area are signposted at either end, as is currently the case, but not waymarked. Good information about the route and the challenges it presents should also be provided alongside signposting.</p> <p>No other alternatives were considered.</p>	
<p>Prediction of direct and indirect effects</p> <p>Detailed assessment of the proposed core paths network in the Central Cairngorms area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.</p>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	=	This area is the most highly designated in the Park and all of the proposed paths pass through designated sites. All of the proposed paths are historic Rights of Way which are signposted by Scotways and promoted through a variety of books and leaflets. They are well known and well used. There are no new paths or works to paths proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such core path designation should have no further effect on priority, designated and Natura sites and species.

SEA assessment sheet – Central Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
2. To conserve and enhance the diversity of habitats	=	This area is the most highly designated in the Park and all of the proposed paths pass through designated sites. All of the proposed paths are historic Rights of Way which are signposted by Scotways and promoted through a variety of books and leaflets. They are well known and well used. There are no new paths or works to paths proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such core path designation should have no further effect on priority, designated and Natura sites and habitats.
3. To maintain and enhance the integrity of ecosystems	=	All of the proposed paths are historic Rights of Way which are signposted by Scotways and promoted through a variety of books and leaflets. They are well known and well used. There are no new paths or works to paths proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such core path designation should not fragment habitats or create new barriers to native species movement.
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	=	There is no new recreation infrastructure proposed in this area.
5. To maintain catchment processes and hydrological systems.	=	A number of the proposed core paths cross watercourses at points along their length. Most of the major water crossings have existing bridges with some exceptions such as the Fords of Avon. A number of the smaller water crossings require people to wade across or use stepping stones. This should not interfere with natural fluvial processes. It is not proposed to put in place new bridges or path works at this time and as such there should be no pollution risk from infrastructure development. It is unlikely that core path designation will increase the numbers of people accessing these already popular routes and as such there should be no risk of further pollution from recreation activity.

SEA assessment sheet – Central Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
6. To maintain and enhance the distinctive landscape and cultural character of the Park	=	There is no new infrastructure or path works proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such there should be no impact on landscape character or the integrity of natural processes and systems. It is not proposed to further promote, waymark or upgrade paths in the area and as such there should be no change to current experiences of wild land qualities.
7. To ensure responsible access for all	++	The proposed core paths network in this area should help to prevent the loss or fragmentation of the historic access networks of the Cairngorm Mountains. It is proposed that good information about the routes and the challenges they present should also be provided alongside signposting at the starting points of routes and as such this should help to promote safe access provision and use.
8. To maintain and improve air quality	=	Due to the long distances involved in this area, people generally use the network of paths as recreational rather than functional and as such there should be no effect on the need to travel by private car.
9. To use natural resources/material assets in a sustainable way	=	There are no proposals to develop recreation infrastructure in the area. If it is identified that some works are required then these will be done in line with Policy 1 of the Outdoor Access Strategy which encourages use of local materials where appropriate to the site.
10. To conserve and where appropriate enhance the historic environment	=	All of the proposed paths are historic Rights of Way which are signposted by Scotways and promoted through a variety of books and leaflets. They are well known and well used. There are no new paths or works to paths proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such core path designation should not impact on archaeological sites or their setting.

SEA assessment sheet – Central Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
10. <i>continued</i>		Path CC6 passes through the designed landscape at Invercauld. The path is a historic right of way and no works are proposed on it, as such there should be no impact on the designed landscape.
11. To maintain a sustainable and healthy population	+	The proposed core paths network in this area will ensure access to recreation opportunities.
12. To improve sustainable energy efficiency	=	Due to the long distances involved in this area, people generally use the network of paths as recreational rather than functional and as such there should be no effect on the need to travel by private car. There are no proposals to develop recreation infrastructure in the area. If it is identified that some works are required then these will be done in line with Policy 1 of the Outdoor Access Strategy which encourages use of local materials where appropriate to the site.
13. To reduce waste and pollution	=	It is unlikely that core path designation will increase the numbers of people accessing these already popular routes and as such there should be no change to the levels of waste and human waste in the area resulting from recreation activity.
14. To maintain and enhance the quality of the built environment	=	All of the proposed paths are historic Rights of Way which are signposted by Scotways and promoted through a variety of books and leaflets. They are well known and well used. There are no new paths or works to paths proposed within this area and the CNPA do not propose to increase the promotion of or signage on these routes. As such core path designation should not impact on Listed Buildings.
Summary of criteria effects		The proposed core paths network in this area will have positive effects on ensuring responsible access for all and maintaining a sustainable population. It is not proposed to develop recreation infrastructure in the area or increase/change promotion or signage and as such the network should have a neutral or no

SEA assessment sheet – Central Cairngorms <i>continued</i>	
Summary of criteria effects <i>continued</i>	<p><i>continued</i></p> <p>effect on the SEA objectives and criteria. Where works are required they will be done in line with policies in the Outdoor Access Strategy which itself was subject to the SEA process. Whilst it is not proposed to further promote the existing routes, all core paths will be displayed on the 1:25,000 Ordnance Survey Maps. It is unlikely, however, that this will result in increased use of the routes as the majority of people who might buy a map of that area will already have some idea of their right of access and the access opportunities that exist. The proposed routes are also already clearly marked on Ordnance Survey maps at present.</p>
Options for mitigation or modification	<p>Good information and advice should be provided at the start of routes, particularly at popular setting-off points such as Glenmore and Linn of Dee. This advice should help to ensure the promotion of safe and responsible access in line with the Scottish Outdoor Access Code. This information may also help to minimise the risk of pollution from existing recreation activity through waste and human waste.</p>

SEA assessment sheet – Eastern Cairngorms		
Network	Eastern Cairngorms	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Eastern Cairngorms area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>Not including paths in the network which pass through remote and upland areas was considered due to safety and principles of not waymarking in these remote areas. It was considered, however, that the network would not be sufficient in its own right without some of these routes and as such the Bachnagairn route linking the Eastern Cairngorms to Upper Deeside has been proposed within this area network. It is a popular historic route and will be signposted at either end but not waymarked. Good information about the route and the challenges it presents should also be provided alongside signposting.</p> <p>Not including quiet roads and pavements in the network was an option. It was considered, however, that the network would not be sufficient in its own right without these and as such the road linking the paths at Clova with the car park and paths at Glen Doll has been proposed within this area network.</p> <p>No other alternatives were considered.</p>	
<p>Prediction of direct and indirect effects</p> <p>Detailed assessment of the proposed core paths network in Eastern Cairngorms area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.</p>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	?	There are no new paths or works to paths proposed within this area. The majority of the proposed core paths are already well promoted through signage, waymarking and leaflets. The Glen Isla track is not currently promoted and provides access to 'Bessie's Cairn' and the wider network in the area, including the historic Monega Pass and a number of Munros. The track leads people to the edge of the Caenlochan SPA, SAC and SSSI and core path designation may result in a small increase in the

SEA assessment sheet – Eastern Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
1. <i>continued</i>		<i>continued</i> number of users in this area but it is not anticipated that this will be significant. Core path designation should ensure that existing users in the area are better informed about their rights and responsibilities. As such core path designation should have no further effect on priority, designated and Natura sites and species.
2. To conserve and enhance the diversity of habitats	?	There are no new paths or works to paths proposed within this area. The majority of the proposed core paths are already well promoted through signage, waymarking and leaflets. The Glen Isla track is not currently promoted and provides access to 'Bessie's Cairn' and the wider network in the area, including the historic Monega Pass and a number of Munros. The track leads people to the edge of the Caenlochan SPA, SAC and SSSI and core path designation may result in a small increase in the number of users in this area but it is not anticipated that this will be significant. Core path designation should ensure that existing users in the area are better informed about their rights and responsibilities. As such core path designation should have no further effect on priority, designated and Natura sites and habitats.
3. To maintain and enhance the integrity of ecosystems	=	There are no new paths or works to paths proposed within this area. The majority of paths are already well used and promoted. As such core path designation should not fragment habitats or create new barriers to native species movement.
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	=	There is no new recreation infrastructure proposed in this area.

SEA assessment sheet – Eastern Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
5. To maintain catchment processes and hydrological systems	=	A number of the proposed core paths cross watercourses at points along their length. Most of the major water crossings have existing bridges. This should not interfere with natural fluvial processes. It is not proposed to put in place new bridges or path works at this time and as such there should be no pollution risk from infrastructure development.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	=	There is no new infrastructure or path works proposed within this area. The majority of the paths are in the lower glens and are already well promoted. The more remote paths in Glen Isla and the Bachnagairn route are already well established and used paths. As such there should be no impact on landscape character or the integrity of natural processes and systems and no change to current experiences of wild land qualities.
7. To ensure responsible access for all	++	The proposed network will prevent loss or fragmentation of access networks, create new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	?	Due to the remote nature of the Eastern Cairngorms and the Angus Glens most people will access the path network by private car, as is already the case. The proposed core paths network in the area will not minimise the need for travel by private car but due to the existing popularity of the area it is also unlikely to increase it.
9. To use natural resources/material assets in a sustainable way	=	There are no proposals to develop recreation infrastructure in the area. If it is identified that some works are required then these will be done in line with Policy 1 of the Outdoor Access Strategy which encourages use of local materials where appropriate to the site.

SEA assessment sheet – Eastern Cairngorms <i>continued</i>		
SEA objectives	Score	Reasoning for score
10. To conserve and where appropriate enhance the historic environment	=	The proposed core paths network in this area does not pass through any designed landscapes and no new paths are proposed on or in the vicinity of archaeological sites.
11. To maintain a sustainable and healthy population	+	The proposed core paths network in this area will ensure access to recreation opportunities and should encourage communities and visitors to be more active.
12. To improve sustainable energy efficiency	?	Due to the remote nature of the Eastern Cairngorms and the Angus Glens most people will access the path network by private car, as is already the case. The proposed core paths network in the area will not minimise the need for travel by private car but due to the existing popularity of the area it is also unlikely to increase it. There are no proposals to develop recreation infrastructure in the area. If it is identified that some works are required then these will be done in line with Policy 1 of the Outdoor Access Strategy which encourages use of local materials where appropriate to the site.
13. To reduce waste and pollution	?	Due to the remote nature of the Eastern Cairngorms and the Angus Glens most people will access the path network by private car, as is already the case. The proposed core paths network in the area will not minimise the need for travel by private car but due to the existing popularity of the area it is also unlikely to increase it. Many of the proposed core paths set out from the car park in Glen Doll where public toilets are available, this should help to minimise pollution from human waste.
14. To maintain and enhance the quality of the built environment	=	There are no new paths or works to paths proposed within this area. If it is identified that some works are required then these will be done in line with Policy 1 of the Outdoor Access Strategy which encourages high quality specification and design.

SEA assessment sheet – Eastern Cairngorms *continued*

<p>Summary of criteria effects</p>	<p>The proposed core paths network in this area will have positive effects on ensuring responsible access for all and positive effects for maintaining a sustainable population. The network in the area is already well promoted and well used but is generally accessed by private car. As such it is unknown as to whether or not use of private cars will increase due to designation. The network does cater for people living locally, however, who may access parts of it on foot or bicycle. The path up Glen Isla leads people towards the SAC and SPA at Caenlochan, the path is already in existence and provides people with access to a point of interest, it is unknown as to whether or not this would increase people’s desire to carry on into the Caenlochan area.</p>
<p>Options for mitigation or modification</p>	<p>The remote nature of the Eastern Cairngorms and in particular the Angus Glens means that most of the proposed network will only be accessible by private car. The Heather Hopper bus service provides access to Glenshee and the post bus can be used by arrangement in the other glens, public transport is also available to Ballater and Kirriemuir from where the area can be accessed by bicycle. By providing people with this information through the continued production of the Cairngorms Explorer this may help to minimise the need for travel by private car in the area. Provision of better information in the area regarding rights and responsibilities could be provided to ensure that people better understand the sensitive nature of the area, particularly in relation to the Caenlochan and Corrie Fee areas.</p>

SEA assessment sheet – Upper Deeside	
Network	Upper Deeside
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Upper Deeside area as identified in the Outdoor Access Strategy.
Identify network options including consideration of alternatives where relevant	<p>The majority of the paths proposed in the area are already in existence, are popular and well promoted. It is proposed to build four new paths, these are all links within existing networks of well promoted paths. Sixteen further paths are currently in existence but not promoted at present.</p> <p>A more extensive network was considered in and around Dinnet, Loch Kinord and Cambus O'May, however, some routes have been removed from the network for natural heritage and land management reasons.</p> <p>Not including paths in the network which pass through remote and upland areas was considered due to safety and principles of not waymarking in these remote areas. It was considered, however, that the network would not be sufficient in its own right without some of these routes. As such a number of the most popular historic routes leading into remote areas through the hills have been proposed. It is proposed that these paths are signposted at either end, as is currently the case, but not waymarked. Good information about the route and the challenges it presents should also be provided alongside signposting. Consideration was given to not including the route over Morrone, however, it is a popular path which enables people to enjoy the special qualities of the Park on a small popular hill which is close to a settlement.</p> <p>Not including quiet roads and pavements in the network was an option. It was considered, however, that the network would not be sufficient in its own right without these and as such some appropriate quiet roads have been proposed within this area network.</p>
Prediction of direct and indirect effects:	
Detailed assessment of the proposed core paths network in Upper Deeside area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects (see following page).	

SEA assessment sheet – Upper Deeside <i>continued</i>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	+	By encouraging people into already popular areas and by ensuring that appropriate assessments are carried out for new paths adjacent to designated sites (UDE9 and UDE14) and for paths through designated sites, particularly those that are not currently promoted – the loss of priority species should be prevented and recreational impact on designated sites and species minimised.
2. To conserve and enhance the diversity of habitats	+	By encouraging people into already popular areas and by ensuring that appropriate assessments are carried out for new paths adjacent to designated sites (UDE9 and UDE14) and for paths through designated sites, particularly those that are not currently promoted – disturbance to priority habitats should be avoided, recreational impact on designated sites should be minimised, and impacts of new and increased activities on sites should be considered.
3. To maintain and enhance the integrity of ecosystems	=	The majority of the paths proposed are already well used. The four new paths proposed are part of wider networks and should not create new barriers to native species movement.
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	+	New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification to avoid adverse downstream impacts and minimise disturbance and potential pollution.
5. To maintain catchment processes and hydrological systems	+	New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. Any existing path proposed through a designated site, including the River Dee and all of its tributaries, will be subject to appropriate

SEA assessment sheet – Upper Deeside <i>continued</i>		
SEA objectives	Score	Reasoning for score
5. <i>continued</i>		<i>continued</i> assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification. As such, it will be ensured that recreation activity and infrastructure development will minimise pollution risks and avoid interference with natural fluvial processes.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	+	The majority of paths in this area are already popular and are within forestry or on low ground and as such should not have an effect on landscape character and experience. Those paths that are proposed on higher ground are already promoted and popular. Proposed new paths are in low ground areas close to other path networks and will be developed in line with Policy 1 of the Outdoor Access Strategy which encourages best practice and high quality design and specification. As such, it will be ensured that recreational impacts on landscape character are minimised and that new recreation infrastructure makes a positive contribution to it.
7. To ensure responsible access for all	++	The proposed network in this area should prevent loss or fragmentation of access networks, create appropriate new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	++	The proposed network in this area ensures off-road links between communities, to services, public transport and places of local importance. As such the network should minimise the need for travel by private car.
9. To use natural resources/material assets in a sustainable way	++	Proposed paths in the area will be designed and constructed in line with policies in the Outdoor Access Strategy and as such use of local materials will be used in their development where appropriate.

SEA assessment sheet – Upper Deeside <i>continued</i>		
SEA objectives	Score	Reasoning for score
10. To conserve and where appropriate enhance the historic environment	+	A number of paths pass through the designed landscape at Invercauld and Glen Tanar and are currently promoted to manage access in this area.
11. To maintain a sustainable and healthy population	++	The proposed network in this area ensures that where possible there is non-car access to services for communities, access to recreation opportunities and encourages both local communities and visitors to be more active.
12. To improve sustainable energy efficiency	++	New paths in this area will be designed in line with policies in the Outdoor Access Strategy and as such should maximise energy efficiency through sustainable materials and construction. The proposed network in this area will help to minimise the need for travel by private car where possible.
13. To reduce waste and pollution	++	Access in this area is already very popular and well managed. The proposed network ensures links to public toilets to help minimise pollution from human waste. The proposed network in this area will help to minimise the need for travel by private car where possible.
14. To maintain and enhance the quality of the built environment	+	New paths in this area will be designed in line with policies in the Outdoor Access Strategy ensuring quality of design through best practice guidance. None of the proposed paths will pass over or near to a Listed Building.
Summary of criteria effects		The proposed network should have strongly positive effects in relation to ensuring responsible access for all, improving air quality, using natural resources in a sustainable way, maintaining a sustainable and healthy population, improving energy efficiency and reducing waste and pollution. No negative effects have been identified.

SEA assessment sheet – Upper Deeside *continued*

Options for mitigation or modification	Through application of policies in the Outdoor Access Strategy, planning permission for new developments and appropriate assessments for all paths proposed in Natura sites (both existing and proposed), it should be ensured that any possible negative impacts are mitigated. By ensuring good information on the Scottish Outdoor Access Code and the key themes of care, respect and responsibility in all promotional information for the core paths network in the area there could be more positive effects in relation to a number of the objectives.
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SEA assessment sheet – Upper Donside		
Network	Upper Donside	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Upper Donside area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>Not including quiet roads and pavements in the network was an option. It was considered, however, that the network would not be sufficient in its own right without these and as such some appropriate quiet roads have been proposed within this area network.</p> <p>The Outdoor Access Strategy identified as a priority for this area the need to provide links between the dispersed communities in Strathdon. Two options were identified to achieve this, either the construction of an off-road path between Bellabeg and the Lonach hall or the re-instatement of a bridge over the River Don opposite the Lonach Hall. The bridge option is preferred as it would enable links between a number of communities.</p> <p>No other alternatives were considered.</p>	
Prediction of direct and indirect effects		
Detailed assessment of the proposed core paths network in Upper Donside area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	=	There are no proposed core paths within or adjacent to designated or Natura sites within the area.
2. To conserve and enhance the diversity of habitats	=	There are no proposed core paths within or adjacent to designated or Natura sites within the area.
3. To maintain and enhance the integrity of ecosystems	=	The majority of paths within this area are in existence and promoted. There are only two proposed new paths within the area and these will not cause fragmentation of habitats or create new barriers to species movement.

SEA assessment sheet – Upper Donside <i>continued</i>		
SEA objectives	Score	Reasoning for score
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	?	The main new recreation infrastructure proposal is to re-instate a bridge over the River Don as part of the core paths network. The bridge would be subject to planning permission and any appropriate surveys or assessments would take place at this time. This would ensure that mitigation measures could be developed to avoid significant downstream impacts and ensure appropriate siting to minimise disturbance and potential pollution.
5. To maintain catchment processes and hydrological systems	?	The main new recreation infrastructure proposal is to re-instate a bridge over the River Don as part of the core paths network. The bridge would be subject to planning permission and any appropriate surveys or assessments would take place at this time. This would ensure that mitigation measures could be developed to avoid interference with natural fluvial processes.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	+	The main new recreation infrastructure proposal is to build a bridge over the River Don as part of the core paths network. The bridge would replace one previously on the site which fell into disrepair and was removed. A replacement bridge done in keeping with the former bridge and other bridges both up and down stream of the site could make a positive contribution to the cultural and landscape character of the area. The majority of paths within the area are within forestry and close to settlements and as such should not impact on landscape character or experience of wild land qualities.
7. To ensure responsible access for all	++	The proposed network will prevent loss or fragmentation of access networks, create new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	++	The proposed network promotes and creates good links between the dispersed communities in Strathdon and therefore helps to minimise the need for travel by private car.

SEA assessment sheet – Upper Donside <i>continued</i>		
SEA objectives	Score	Reasoning for score
9. To use natural resources/material assets in a sustainable way	+	Any new path construction or upgrading works will be carried out in line with Policy 1 (and in the case of bridges Policy 2) of the Outdoor Access Strategy. These policies encourage the use of local materials (where appropriate) in development of recreation infrastructure.
10. To conserve and where appropriate enhance the historic environment	=	The proposed core paths network in this area does not pass through any designed landscapes and no new paths are proposed on or in the vicinity of archaeological sites. Existing paths over the Poldullie Bridge and around the Doune of Invernochty are proposed as core paths and should help to manage access at these sites and therefore minimise recreation impacts.
11. To maintain a sustainable and healthy population	++	The proposed network promotes good links between communities and places of local importance to ensure non-car access to services for communities, recreation opportunities and encourage communities and visitors to be more active.
12. To improve sustainable energy efficiency	++	Any new path construction or upgrading works will be carried out in line with Policy 1 of the Outdoor Access Strategy which encourages use of sustainable materials and construction. The proposed network promotes and creates off-road links between communities and places of local importance to minimise the need for travel by private car.
13. To reduce waste and pollution	+	The proposed network promotes and creates off-road links between communities and places of local importance to minimise the need for travel by private car.
14. To maintain and enhance the quality of the built environment	+	Any new path construction or upgrading works will be carried out in line with Policy 1 of the Outdoor Access Strategy which encourages best practice and quality of design. No new paths are proposed on or in the vicinity of Listed Buildings.

SEA assessment sheet – Upper Donside <i>continued</i>	
Summary of criteria effects	<p>The proposed core paths network in this area will have a strongly positive impact ensuring responsible access for all, maintaining a sustainable and healthy population and improving sustainable energy efficiency.</p> <p>There are some unknown effects in relation to the potential impact of the construction of a bridge over the River Don. This proposal would only be implemented subject to planning permission and consultation with SNH, SEPA and other bodies. As such the proposal would not be implemented should it be found that it would have significant negative effects that could not be mitigated.</p>
Options for mitigation or modification	<p>All new path construction should be carried out in line with Policy 1 of the Outdoor Access Strategy to ensure best practice and design. Any bridge construction should be carried out in line with Policy 2 which encourages use of best practice guidance and construction of bridges which are both appropriate for the location and use.</p>

SEA assessment sheet – Glenlivet and Tomintoul		
Network	Glenlivet and Tomintoul	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Glenlivet and Tomintoul area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>A more extensive network was considered in this area, however, some routes have been removed due to over provision and land management reasons.</p> <p>No other alternatives were considered.</p>	
<p>Prediction of direct and indirect effects:</p> <p>Detailed assessment of the proposed core paths network in Glenlivet and Tomintoul area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.</p>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	+	All but one of the proposed core paths are already in existence and are already promoted. Only one new path is proposed in this area, GT17, a small linking path within the settlement. The majority of the proposed paths are outwith designated sites and as such should help to minimise recreational impact on designated sites and species.
2. To conserve and enhance the diversity of habitats	+	All but one of the proposed core paths are already in existence and are already promoted. Only one new path is proposed in this area, GT17, a small linking path within the settlement. The majority of the proposed paths are outwith designated sites and as such should help to minimise recreational impact on them.
3. To maintain and enhance the integrity of ecosystems	+	There is only one new path proposed within this area and it is within the settlement. All of the paths are already well promoted. As such core path designation should not fragment habitats or create new barriers to native species movement.

SEA assessment sheet – Glenlivet and Tomintoul <i>continued</i>		
SEA objectives	Score	Reasoning for score
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	=	There is only one new path proposed within this area. Due to its location it should not cause any adverse downstream impacts and is sited within the settlement where it will not cause disturbance or potential pollution.
5. To maintain catchment processes and hydrological systems	=	A number of the proposed core paths cross watercourses at points along their length. Most of the major water crossings have existing bridges. This should not interfere with natural fluvial processes. It is not proposed to put in place new bridges or to carry out any path works close to water courses at this time and as such there should be no pollution risk from infrastructure development.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	=	There is no new infrastructure or path works proposed within this area, other than a short link within the settlement. All of the paths are already well established and promoted. As such there should be no impact on landscape character or the integrity of natural processes and systems and no change to current experiences of wild land qualities.
7. To ensure responsible access for all	++	The proposed network will prevent loss or fragmentation of access networks, create new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	+	The proposed network links the dispersed communities within Glenlivet. Due to the distances involved, however, there is unlikely to be much of an impact on usage of private cars although the network may help to reduce the need for travel by private car.
9. To use natural resources/material assets in a sustainable way	+	There is only one new path proposed within the area and this will be constructed in line with Policy 1 of the Outdoor Access Strategy which encourages use of local materials where appropriate to the site.

SEA assessment sheet – Glenlivet and Tomintoul <i>continued</i>		
SEA objectives	Score	Reasoning for score
10. To conserve and where appropriate enhance the historic environment	=	The proposed core paths network in this area does not pass through any designed landscapes and no new paths are proposed on or in the vicinity of archaeological sites.
11. To maintain a sustainable and healthy population	++	The proposed core paths network in the area ensures non car access to services, access to recreation opportunities and encourages communities and visitors to be more active.
12. To improve sustainable energy efficiency	+	There is only one new path proposed within the area and this will be constructed in line with Policy 1 of the Outdoor Access Strategy which encourages use of sustainable materials and construction. The proposed network links the dispersed communities within Glenlivet. Due to the distances involved, however, there is unlikely to be much of an impact on usage of private cars although the network may help to reduce the need for travel by private car.
13. To reduce waste and pollution	++	Many of the proposed core paths set out from Tomintoul where litter bins and public toilets are available, this should help to minimise waste left in the countryside. The proposed network links the dispersed communities within Glenlivet. Due to the distances involved, however, there is unlikely to be much of an impact on usage of private cars although the network may help to reduce the need for travel by private car.
14. To maintain and enhance the quality of the built environment	+	There is only one new path proposed within the area and this will be constructed in line with Policy 1 of the Outdoor Access Strategy which encourages high quality specification and design.
Summary of criteria effects		The proposed core paths network in this area will have strongly positive effects on ensuring responsible access for all, maintaining a sustainable population and reducing waste and

SEA assessment sheet – Glenlivet and Tomintoul <i>continued</i>	
Summary of criteria effects <i>continued</i>	<i>continued</i> pollution. There will also be positive effects for a number of other objectives. No negative effects have been identified.
Options for mitigation or modification	All new path construction should be carried out in line with Policy 1 of the Outdoor Access Strategy to ensure best practice and design.

SEA assessment sheet – Lower Badenoch and Strathspey	
Network	Lower Badenoch and Strathspey
Purpose of network	The Network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Lower Badenoch and Strathspey Area as identified in the Outdoor Access Strategy.
Identify network options including consideration of alternatives where relevant	<p>Lower Badenoch and Strathspey is the largest of the area networks. The majority of core paths proposed in the area are already in existence, are popular and well promoted. It is proposed to build twelve new paths or sections of paths within the area. These paths are all links within existing networks. The majority of the proposed paths are already promoted with the main exceptions being the networks around Cromdale and Dulnain Bridge.</p> <p>A more extensive network of paths was considered in and around Grantown-on-Spey and Skye of Curr, however, some routes have been removed from the network to aid conservation management.</p> <p>Not including quiet roads and pavements in the network was an option. It was considered, however, that the network would not be sufficient in its own right without these and as such some appropriate quiet roads and pavements have been proposed within this area network.</p> <p>Not including the River Spey in the proposed network was a consideration. Proposing the river itself as a core path, however, gives the CNPA the opportunity and motivation to better manage the current situation in relation to different users and for conservation.</p>
<p>Prediction of direct and indirect effects</p> <p>Detailed assessment of the proposed core paths network in the Lower Badenoch and Strathspey area against each SEA objective and justification/reasoning behind the predictions. This stage will draw direct and indirect effects (see following page).</p>	

SEA assessment sheet – Lower Badenoch and Strathspey *continued*

SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	+	<p>In this area there are 41 proposed core paths which cross into or near to designated sites. The majority of these paths are already promoted. By designating these paths as core paths there is the opportunity to better manage access on these sensitive sites. Appropriate assessments will be carried out for new paths adjacent to designated sites and for paths through designated sites, particularly those that are not currently promoted. Through better management of access in these sensitive areas the loss of priority species should be prevented and recreational impact on designated sites and species minimised. The proposal to include the River Spey in the network will help to better manage existing recreational impacts and therefore minimise the impact on designated species.</p>
2. To conserve and enhance the diversity of habitats	+	<p>In this area there are 41 proposed core paths which cross into or near to designated sites. The majority of these paths are already promoted. By designating these paths as core paths there is the opportunity to better manage access on these sensitive sites. Appropriate assessments will be carried out for new paths adjacent to designated sites and for paths through designated sites, particularly those that are not currently promoted. Through better management of access in these sensitive areas disturbance to priority habitats should be avoided, recreational impacts in designated sites should be minimised, and impacts of new and increased activities on sites should be considered. The proposal to include the River Spey in the network will help to better manage existing recreational impacts and therefore minimise the impact on designated sites.</p>
3. To maintain and enhance the integrity of ecosystems	=	<p>The majority of the paths proposed are already well used. The proposed new paths in the area are short links following existing linear features. These will not cause fragmentation of habitats or create new barriers to species movement.</p>

SEA assessment sheet – Lower Badenoch and Strathspey *continued*

SEA objectives	Score	Reasoning for score
<p>4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area</p>	<p align="center">=</p>	<p>There will be new access infrastructure on a number of the proposed core paths which will include the repair and upgrade of a number of small bridges (likely to be less than 5 metres) and the improving of access and egress points on the Spey to facilitate water borne access. New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification to avoid adverse downstream impacts and minimise disturbance and potential pollution.</p>
<p>5. To maintain catchment processes and hydrological systems</p>	<p align="center">=</p>	<p>There will be new access infrastructure on a number of the proposed core paths which will include the repair and upgrade of a number of small bridges (likely to be less than 5 metres) and the improving of access and egress points on the Spey to facilitate water borne access. New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. Any existing path proposed through a designated site, including the River Spey and all of its tributaries, will be subject to appropriate assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification. As such, it will be ensured that recreation activity and infrastructure development will minimise pollution risks and avoid interference with natural fluvial processes.</p>
<p>6. To maintain and enhance the distinctive landscape and cultural character of the Park</p>	<p align="center">+</p>	<p>The majority of paths in this area are already popular and are within forestry or on low ground and as such should not have an effect on landscape character and experience. Proposed new paths are in low ground areas close to other path networks and will be developed in line with Policy 1 of the Outdoor</p>

SEA assessment sheet – Lower Badenoch and Strathspey <i>continued</i>		
SEA objectives	Score	Reasoning for score
6. <i>continued</i>	+	<i>continued</i> Access Strategy which encourages best practice and high quality design and specification. As such, it will be ensured that recreational impacts on landscape character are minimised and that new recreation infrastructure makes a positive contribution to it.
7. To ensure responsible access for all	++	The proposed network in this area should prevent loss or fragmentation of access networks, create appropriate new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	++	The proposed network in this area ensures off-road links between communities, to services, public transport and places of local importance. As such the network should minimise the need for travel by private car.
9. To use natural resources/material assets in a sustainable way	++	Proposed paths in the area will be designed and constructed in line with policies in the Outdoor Access Strategy and as such use of local materials will be used in their development where appropriate.
10. To conserve and where appropriate enhance the historic environment	+	The proposed core paths network for this area does pass close to and cross a number of historic monuments for example military roads, townships and bridges etc. These routes are predominantly existing paths and tracks it is proposed that where these routes require upgrading measures would be taken through planning to mitigate any potential impacts.
11. To maintain a sustainable and healthy population	++	The proposed network in this area ensures that where possible there is non-car access to services for communities, access to recreation opportunities and encourages both local communities and visitors to be more active.

SEA assessment sheet – Lower Badenoch and Strathspey <i>continued</i>		
SEA objectives	Score	Reasoning for score
12. To improve sustainable energy efficiency	+	New paths in this area will be designed in line with policies in the Outdoor Access Strategy and as such should maximise energy efficiency through sustainable materials and construction. The proposed network in this area will help to minimise the need for travel by private car where possible.
13. To reduce waste and pollution	+	Access in this area is already very popular and well managed. The proposed network ensures links to public toilets to help minimise pollution from human waste. The proposed network in this area will help to minimise the need for travel by private car where possible.
14. To maintain and enhance the quality of the built environment	+	New paths in this area will be designed in line with policies in the Outdoor Access Strategy ensuring quality of design through best practice guidance. The proposed network crosses 10 listed bridges, 8 of which are road bridges and are in use regularly, 2 are old railway bridges currently used for estate business only. It is likely that some form of assessment would be needed on these prior to any works being carried out.
Summary of criteria effects		The proposed network should have positive effects in relation to ensuring responsible access for all, improving air quality, using natural resources in a sustainable way, maintaining a sustainable and healthy population, improving energy efficiency and reducing waste and pollution. No negative effects have been identified.
Options for mitigation or modification		Through application of policies in the Outdoor Access Strategy, planning permission for new developments and appropriate assessments for all paths proposed in Natura sites (both existing and proposed), it should be ensured that any possible negative impacts are mitigated. By ensuring good information on the Scottish Outdoor Access Code and the key themes of care, respect and responsibility in all promotional information for the core paths network in the area there could be more positive effects in relation to a number of the objectives.

SEA assessment sheet – Upper Badenoch and Strathspey		
Network	Upper Badenoch and Strathspey	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Upper Badenoch and Strathspey area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>Not including quiet roads and pavements in the network was an option. It was considered, however, that the network would not be sufficient in its own right without these and as such some appropriate quiet roads, such as the Sustrans route, have been proposed within this area network.</p> <p>No other alternatives were considered.</p>	
<p>Prediction of direct and indirect effects</p> <p>Detailed assessment of the proposed core paths network in Upper Badenoch and Strathspey area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.</p>		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	+	Only three new paths are proposed within this area and none are within designated sites. The proposal to include the River Spey in the network will help to better manage existing recreational impacts and therefore minimise the impact on designated species.
2. To conserve and enhance the diversity of habitats	+	Only three new paths are proposed within this area and none are within designated sites. The proposal to include the River Spey in the network will help to better manage existing recreational impacts and therefore minimise the impact on designated sites.
3. To maintain and enhance the integrity of ecosystems	+	Two of the new paths proposed in this area run adjacent to roads and as such should not fragment habitats or create a new barrier to native species movement.

SEA assessment sheet – Upper Badenoch and Strathspey *continued*

SEA objectives	Score	Reasoning for score
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	+	New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification to avoid adverse downstream impacts and minimise disturbance and potential pollution.
5. To maintain catchment processes and hydrological systems	+	New recreation infrastructure in the area will be subject to planning permission and where required appropriate assessment for Natura. Any existing path proposed through a designated site, including the River Spey and all of its tributaries, will be subject to appropriate assessment for Natura. All new infrastructures will be developed in line with policies in the Outdoor Access Strategy which encourage best practice and high quality design and specification. As such, it will be ensured that recreation activity and infrastructure development will minimise pollution risks and avoid interference with natural fluvial processes.
6. To maintain and enhance the distinctive landscape and cultural character of the Park	+	The majority of paths in this area are within forestry or on low ground and as such should not have an effect on landscape character and experience. The link between Newtonmore and Kingussie is in a more remote and upland area, however, it will be developed in line with Policy 1 of the Outdoor Access Strategy which encourages best practice and high quality design and specification. As such, it will be ensured that recreational impacts on landscape character are minimised and that new recreation infrastructure makes a positive contribution to it.
7. To ensure responsible access for all	++	The proposed network in this area should prevent loss or fragmentation of access networks, create appropriate new access opportunities and promote safe access provision and use.

SEA assessment sheet – Upper Badenoch and Strathspey <i>continued</i>		
SEA objectives	Score	Reasoning for score
8. To maintain and improve air quality	++	The proposed network in this area ensures off-road links between communities, to services, public transport and places of local importance. As such the network should minimise the need for travel by private car.
9. To use natural resources/material assets in a sustainable way	++	Proposed paths in the area will be designed in line with policies in the Outdoor Access Strategy and as such use of local materials will be used in their development where appropriate.
10. To conserve and where appropriate enhance the historic environment	=	The proposed core paths network in this area does not pass through any designed landscapes and no new paths are proposed on or in the vicinity of archaeological sites.
11. To maintain a sustainable and healthy population	++	The proposed core paths network in the area ensures non car access to services, access to recreation opportunities and encourages communities and visitors to be more active.
12. To improve sustainable energy efficiency	++	New paths in this area will be designed in line with policies in the Outdoor Access Strategy and as such should maximise energy efficiency through sustainable materials and construction. The proposed network in this area will help to minimise the need for travel by private car where possible.
13. To reduce waste and pollution	++	The proposed network ensures links to local facilities and services and as such should minimise pollution from human waste and litter.
14. To maintain and enhance the quality of the built environment	+	New paths in this area will be designed in line with policies in the Outdoor Access Strategy ensuring quality of design through best practice guidance. None of the proposed paths will pass over or near to a Listed Building.

SEA assessment sheet – Upper Badenoch and Strathspey *continued*

<p>Summary of criteria effects</p>	<p>The proposed network should have strongly positive effects in relation to ensuring responsible access for all, improving air quality, using natural resources in a sustainable way, maintaining a sustainable and healthy population, improving energy efficiency and reducing waste and pollution. No negative effects have been identified.</p>
<p>Options for mitigation or modification</p>	<p>Through application of policies in the Outdoor Access Strategy, planning permission for new developments and appropriate assessments for all paths proposed in Natura sites (both existing and proposed), it should be ensured that any possible negative impacts are mitigated. By ensuring good information on the Scottish Outdoor Access Code and the key themes of care, respect and responsibility in all promotional information for the core paths network in the area there could be more positive effects in relation to a number of the objectives.</p>

SEA assessment sheet – Glenmore and Rothiemurchus		
Network	Glenmore and Rothiemurchus	
Purpose of network	The network should meet the aim and objectives of the Core Paths Plan, including the priorities identified for the Glenmore and Rothiemurchus area as identified in the Outdoor Access Strategy.	
Identify network options including consideration of alternatives where relevant	<p>A more extensive network was considered in this area, however, some routes have been removed from the network for natural heritage and land management reasons.</p> <p>Not including paths in the network which pass through remote and upland areas was considered due to safety and principles of not waymarking in these remote areas. It was considered, however, that the network would not be sufficient in its own right without some of these routes and as such a number of the most popular historic routes leading into remote areas through the hills have been proposed leading out of this area network. It is proposed that these paths are signposted at either end, as is currently the case, but not waymarked. Good information about the route and the challenges it presents should also be provided alongside signposting. Consideration was given to not including the route over Meall a’Bhuachaille, however, it is a popular path which enables people to enjoy the special qualities of the Park on a small popular hill which is close to settlements.</p> <p>No other alternatives were considered.</p>	
Prediction of direct and indirect effects		
Detailed assessment of the proposed core paths network in Glenmore and Rothiemurchus area against each SEA objective and justification/reasoning behind predictions. This stage will draw direct and indirect effects.		
SEA objectives	Score	Reasoning for score
1. To conserve and enhance the diversity of species	+	The network has been revised to direct people away from known capercaillie lek sites in the area. All but one of the proposed core paths are already in existence and are already promoted to varying extents. Only one new path is proposed in this area, LBS129, the Glenmore off-road route which runs adjacent to the road and as such should have little or no new effect

SEA assessment sheet – Glenmore and Rothiemurchus <i>continued</i>		
SEA objectives	Score	Reasoning for score
1. <i>continued</i>		<i>continued</i> on adjacent designated sites and species. This route has already been subject to appropriate assessment for Natura and is now under construction.
2. To conserve and enhance the diversity of habitats	+	The network has been revised to direct people away from known capercaillie lek sites in the area. All but one of the proposed core paths are already in existence and are already promoted to varying extents. Only one new path is proposed in this area, LBS129, the Glenmore off-road route which runs adjacent to the road and as such should have little or no new effect on adjacent designated sites. This route has already been subject to appropriate assessment for Natura and is now under construction. A tree survey is required as a condition of the planning consent.
3. To maintain and enhance the integrity of ecosystems	=	Only one new path is proposed in this area, LBS129, the Glenmore off-road route which runs adjacent to the road and as such should not create a new barrier to native species movement.
4. To protect and where appropriate improve, waterbody status within or related to the Cairngorms National Park area	=	Only one new path is proposed in this area, LBS129, the Glenmore off-road route. This route runs adjacent to the road and utilises the existing road bridge at Coylumbridge to cross the Am Baenaidh. A new bridge is proposed where the proposed route crosses the Allt nan Cabar. This Bridge has been subject to planning permission, appropriate assessment and consultation advice from Scottish Natural Heritage.
5. To maintain catchment processes and hydrological systems	=	The proposed bridge over Allt nan Cabar as a part of LBS129 has already been subject to planning permission, appropriate assessment and consultation advice from Scottish Natural Heritage. As such this new infrastructure development and any further culverts or drains on the route should have no adverse pollution risk or interference with natural fluvial processes. There is no further infrastructure development proposed in the area.

SEA assessment sheet – Glenmore and Rothiemurchus <i>continued</i>		
SEA objectives	Score	Reasoning for score
6. To maintain and enhance the distinctive landscape and cultural character of the Park	+	The majority of paths in this area are within forestry or on low ground and as such should not have an effect on landscape character and experience. Those paths that are proposed on higher ground are already promoted and popular. It is not proposed to further promote, waymark or upgrade these upland paths and as such there should be no change to current experiences of wild land qualities. The proposed route and bridge (LBS29) have been sited and designed to make a positive contribution to landscape character.
7. To ensure responsible access for all	++	The proposed network in this area should prevent loss or fragmentation of access networks, create appropriate new access opportunities and promote safe access provision and use.
8. To maintain and improve air quality	++	The proposed network in this area, and in particular the existing and proposed sections of the off-road route, will help to minimise the need for travel by private car in this area.
9. To use natural resources/material assets in a sustainable way	++	The proposed off-road route has been designed in line with policies in the Outdoor Access Strategy and as such use of local materials will be used in its development where appropriate.
10. To conserve and where appropriate enhance the historic environment	+	Paths GR1, 4 and 5 all pass through the designed landscape at the Doune of Rothiemurchus and are currently promoted to manage access in this area.
11. To maintain a sustainable and healthy population	++	The proposed network in this area, and in particular the existing and proposed sections of the off-road route, ensure non-car access to services for communities, access to recreation opportunities and encourages both local communities and visitors to be more active.
12. To improve sustainable energy efficiency	++	The proposed off-road route has been designed in line with policies in the Outdoor Access Strategy and as such should maximise energy

SEA assessment sheet – Glenmore and Rothiemurchus <i>continued</i>		
SEA objectives	Score	Reasoning for score
12. <i>continued</i>		<i>continued</i> efficiency through sustainable materials and construction. The proposed network in this area, and in particular the existing and proposed sections of the off-road route, will help to minimise the need for travel by private car in this area.
13. To reduce waste and pollution	++	Access in this area is already very popular and well managed. The proposed network ensures links to public toilets to help minimise pollution from human waste. The proposed network in this area, and in particular the existing and proposed sections of the off-road route, will help to minimise the need for travel by private car in this area.
14. To maintain and enhance the quality of the built environment	+	The proposed route and bridge (LBS29) have been designed in line with policies 1 and 2 of the Outdoor Access Strategy which ensures quality of design through best practice guidance.
Summary of criteria effects		The proposed network should have strongly positive effects in relation to ensuring responsible access for all, improving air quality, using natural resources in a sustainable way, maintaining a sustainable and healthy population, improving energy efficiency and reducing waste and pollution. The only infrastructure development in the area will be the proposed off-road route which is already under construction and which has been subject to appropriate assessment and consultation with Scottish Natural Heritage, as such there should be no negative effects arising from this development.
Options for mitigation or modification		By ensuring good information on the Scottish Outdoor Access Code and the key themes of care, respect and responsibility in all promotional information for the core paths network in the area there could be more positive effects in relation to a number of the objectives.