



# Ayrshire Shoreline Management Plan

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# Ayrshire Shoreline Management Plan

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## EXECUTIVE SUMMARY

### INTRODUCTION

A shoreline management plan (SMP) is a large-scale assessment of the risks associated with coastal processes and helps to inform the management of these risks to people and the developed, historic and natural environment. In preparing a SMP the lead Authorities, are fulfilling an important part of the accepted UK national strategy for managing flooding and coastal erosion.

The administrative boundaries of the Ayrshire SMP extend from the northern boundary of the North Ayrshire Council area to the southern boundary of the South Ayrshire Council area. The islands of Great Cumbrae and Arran are also included within the scope of the Ayrshire SMP. This is shown in Figure 1.1.

The implications of the suggested management measures have been considered for the adjacent council areas of Inverclyde and Dumfries & Galloway, however policy for these areas is not set by the Ayrshire SMP.

Four high level SMP policies available to shoreline managers are defined by national guidance:

- **Advance the existing defence line:** allow new defences to be built on the seaward side of the original defences.
- **Hold the existing defence line:** allow maintenance or improvement of the standard of protection presently afforded.
- **Managed Realignment:** this represents a policy of allowing the shoreline to move backwards or forwards, with management to control or limit movement.
- **No Active Intervention:** whereby there is no investment in coastal defences or operations and the shoreline is either allowed to remain in a natural state or to revert to a natural state.

It is recognised that wholesale changes to existing defence management may not be appropriate in the very short-term. Consequently, the Ayrshire SMP provides a 'route map' for decision makers to move from the present situation towards the future in a sustainable manner.

The SMP considers objectives, policies and shoreline management actions for a range of timescales: short-term, medium-term and long-term. These correspond broadly to time periods of 0 to 20 years, 20 to 50 years and 50 to 100 years respectively.

Shorelines are extremely dynamic however, and social, environmental and economic pressures and priorities constantly change over time. It is therefore essential that the SMP is reviewed and updated periodically.

## **STRATEGIC ENVIRONMENTAL ASSESSMENT**

A Strategic Environmental Assessment (SEA) has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005. The full detail of the SEA is provided in a separate document “SEA Environmental Report - IBE1107Rp00003”.

The purpose of this Environmental Report is to provide a formal and transparent assessment of the likely significant impacts on the environment arising from the implementation of the Ayrshire Shoreline Management Plan (SMP), including consideration of reasonable alternatives.

## **BASIS FOR DEVELOPMENT OF THE PLAN**

In order to facilitate the development of appropriate shoreline management policies the Ayrshire coast was sub-divided into a number of smaller geographic sections. A detailed assessment of sediment transport potential was undertaken using computational modelling techniques to inform this process. The coast was divided at locations across which there is little or no sediment transport potential, for example at a headland. A total of 15 ‘sub-cells’ were thus identified as shown in Figure 3.2.

Where appropriate, sub-cells have been further sub-divided into policy units in order to allow a defined shoreline management policy to be proposed for appropriately scaled sections of shoreline. This was based on the geographic extent of the applicability of a particular management policy, ownership of assets at risk and the extent of administrative responsibilities. Policy units as defined for the Ayrshire SMP always lie within a single sub-cell.

## **SHORELINE MANAGEMENT POLICIES AND MEASURES**

As mentioned in the introduction, there are principally four high level Shoreline Management Policies available to shoreline managers. However a much wider range of measures are necessary to successfully implement these policies. A brief outline of the typical range of shoreline management measures available to achieve the desired policy for any particular section of the coastline is presented in Section 4, based on information contained in the publication ‘Shoreline Management Guidelines’, Mangor et al. (2017).

## POLICY STATEMENTS

Section 5 contains a series of statements and maps presenting the preferred policy and setting out any associated implications for each Policy Unit. These statements provide local detail and consider locally-specific issues and objectives.

Each Policy Statement contains the following:

- **Location reference:** This is the general name used for reference to each policy unit and a number identifier which is sequential along the shoreline from north to south and clockwise round the shoreline of the Isle of Arran.
- **Summary of the preferred Plan recommendations and justification:** A statement summarising the preferred Plan recommendation for a particular section of coastline and describing the rationale behind it. The focus of this is the definition of a long-term Plan, but any short-term requirements are also noted.
- **Preferred policies to implement the Plan:** These statements identify the plan policy and management measures anticipated for the short-term, medium-term and long-term. Any uncertainties in long-term policy / caveats that require resolution are detailed in the policy statement.
- **Predicted implications of the preferred Plan for this location:** This summarises the consequences at this location resulting from the preferred policy in the short, medium and long-term. These are categorised under the headings “Property & Land Use”, “Nature Conservation”, “Landscape”, “Historic Environment” and “Amenity & Recreational Use”.

## ACTION PLAN

The Ayrshire SMP identifies policies for each section of shoreline along the Ayrshire coast in the short (0 – 20 years), medium (20 – 50 years), and long-term (50 – 100 years). An action plan is presented in Section 6 that sets out the methods by which these policies may be implemented. The objectives of the action plan are to:

- Facilitate implementation of the SMP policies;
- Identify and/or promote studies to further improve understanding where this is required to resolve policy and/or implementation;
- Promote use of the SMP recommendations in spatial planning;
- Identify procedures for the management of the SMP until its next review; and
- Establish a framework to monitor progress against the action plan and initiate future SMP review.

## MITIGATION & MONITORING

Mitigation measures are recommended in Section 7 where potential negative impacts have been considered likely to result from implementation of a proposed measure for shoreline management. The mitigation measures are detailed in the SEA Environmental Report “IBE1107Rp00003”, and aim to prevent, reduce and as fully as possible offset any significant adverse effects on the environment due to the implementation of the Plan.

The principal mitigation recommendation is that the predicted negative effects should be considered further at the next stage of policy development, when details of the physical shoreline management measures (e.g. visual appearance and alignment of hard engineering works) can be optimised through detailed feasibility studies and design in order to limit potential identified impacts on sensitive receptors. Where feasible, natural flood management and soft / green engineering methods should be incorporated into the detailed planning to reduce the negative environmental impacts of any scheme.

The SEA Directive requires that the implementation of a plan is monitored in order to identify at an early stage any unforeseen adverse effects to facilitate undertaking appropriate remedial action. A proposed monitoring programme is set out in section 9.2 of the SEA Environmental Report based on the Targets and Indicators established in the Strategic Environmental Objectives. However detailed monitoring for specific policies proposed should be re-scoped in consultation with the appropriate authorities at the detailed feasibility and design stages. This agreed detailed monitoring should then be undertaken before, during and after construction, where and when appropriate.

## NEXT STEPS

The risk management policies set out in the Ayrshire SMP cannot be implemented through engineering or coastal management alone. Consequently, the final section of the Ayrshire SMP sets out actions which should be undertaken to ensure the Ayrshire SMP policies are appropriately reflected in regional and local spatial planning.

There is also a need for some activities to be progressed which require consideration over the whole Ayrshire SMP area or even beyond the scale of the Ayrshire SMP. These include formal adoption of the SMP and development of exit strategies where current management practices are unsustainable.

The Action Plan should be published and updated at regular intervals in order to track progress of each action and to communicate progress to stakeholders.

The Ayrshire SMP should be reviewed in six years (2023) in order to assess if the policies and actions proposed are still appropriate.

# **1 INTRODUCTION**

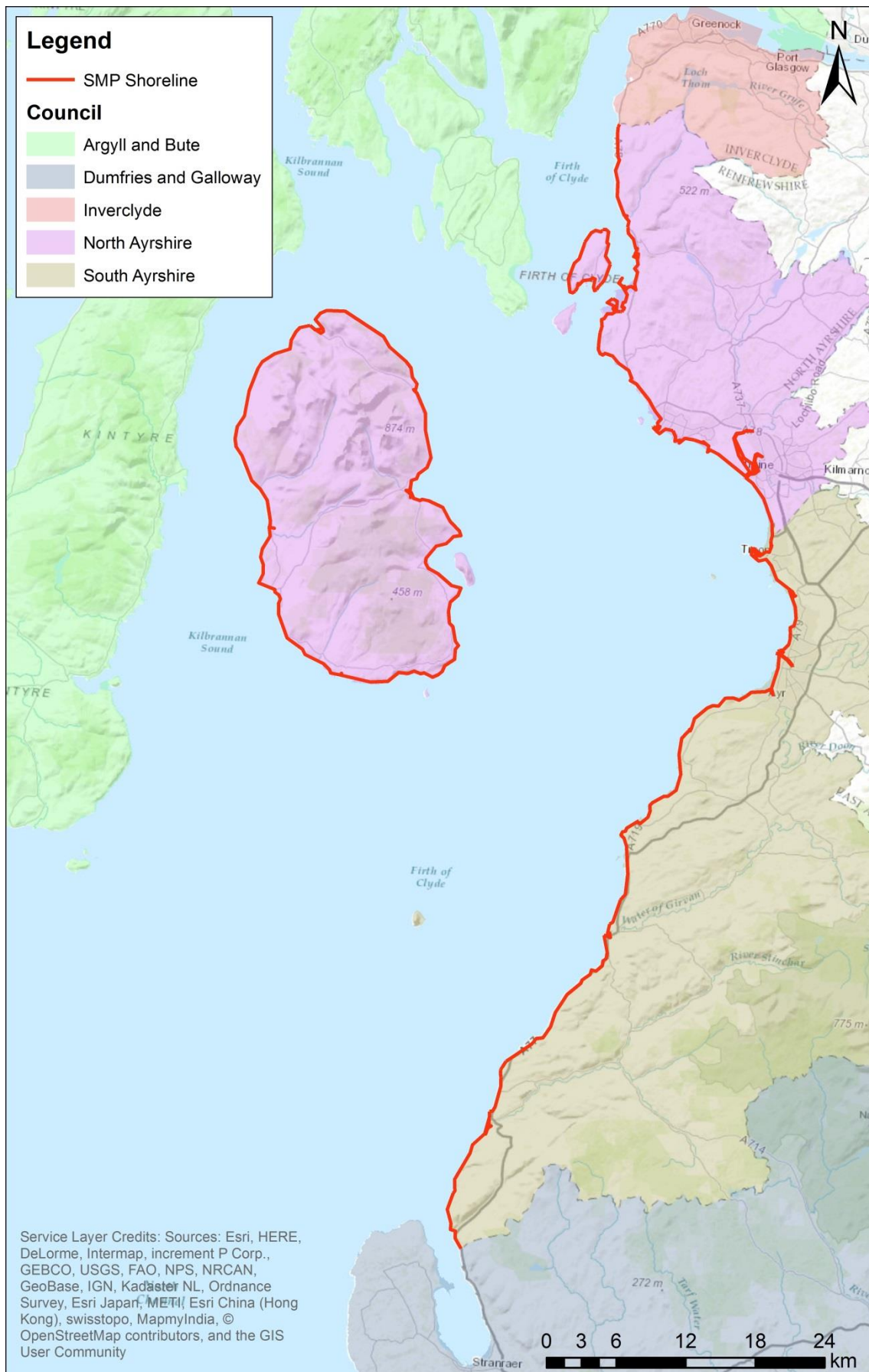
## **1.1 THE SHORELINE MANAGEMENT PLAN**

A Shoreline Management Plan (SMP) is a large-scale assessment of the risks associated with coastal processes and helps to inform the management of these risks to people and the developed, historic and natural environment. In preparing an SMP the lead Authorities, are fulfilling an important part of the accepted UK national strategy for managing flooding and coastal erosion.

The administrative boundaries of the Ayrshire SMP extend from the northern boundary of the North Ayrshire Council area to the southern boundary of the South Ayrshire Council area. This is approximately from the town of Skelmorlie to the outlet of the Galloway Burn on the north-eastern edge of Loch Ryan. The islands of Great Cumbrae and Arran are also included within the scope of the Ayrshire SMP.

Coastal processes are not restricted by the presence of these administrative boundaries, therefore the implications of the suggested management measures have been considered for the adjacent council areas of Inverclyde and Dumfries & Galloway, insofar as coastal sub-cells (refer to Section 3.1) extend into these Council areas, even though policy for these areas is not set by the Ayrshire SMP.

The area of application of the Ayrshire SMP is illustrated graphically in Figure 1.1.



**Figure 1.1 Ayrshire SMP Area**



### 1.1.1 Objectives

A Shoreline Management Plan provides the basis for developing management policies for a length of coast and sets the framework for managing risks along a particular coastline in the future. (Defra, 2006)

The objectives of an SMP include:

- Setting out the risks from flooding and erosion to people and the developed, historic and natural environment within the SMP area;
- Identifying opportunities to maintain and improve the environment by managing the risks from floods and coastal erosion;
- Identifying the preferred policies for managing risks from floods and erosion over the next century;
- Identifying the consequences of putting the preferred policies into practice;
- Setting out procedures for monitoring how effective these policies are;
- Informing others so that future land use, planning and development of the shoreline takes account of the risks and the preferred policies;
- Discouraging inappropriate development in areas where the flood and erosion risks are high; and
- Ensuring compliance with international and national nature conservation legislation and aiming to achieve the biodiversity objectives.

### 1.1.2 General Principles

An SMP is a non-statutory policy document for coastal defence management planning. The requirement for an SMP covering the Ayrshire coastline was identified by SEPA through the development of the Ayrshire Local Flood Risk Management Strategy and implementation of the strategy is detailed in the Ayrshire Local FRM Plan.

The preparation of the Ayrshire SMP has taken due cognisance of appropriate guidance, including the Defra document 'Shoreline Management Plan Guidance Volume 1 & 2' (2006). Other existing planning initiatives and legislative requirements have also been considered, as the SMP is intended to inform wider strategic planning.

The Ayrshire SMP does not set policy for anything other than coastal defence management; however, as there can be significant social, economic and environmental implications associated with the policies delivered by an SMP, stakeholder engagement has formed a significant element of the development process.

Whilst the SMP sets out policy that is adopted and agreed by the participating organisations, this does not represent any commitment to future funding or implementation. Funding for the

implementation of the SMP policies needs to be sought individually through implementation of the recommendations of the Action Plan.

### 1.1.3 Policies

Four high level SMP policies available to shoreline managers are defined by national guidance:

- **Advance the existing defence line:** allow new defences to be built on the seaward side of the original defences. Use of this policy is generally limited to those policy units where significant land reclamation is considered likely / desirable. It should be noted that setting this policy for a section of shoreline does not represent a requirement that actions must be taken to advance the defence line, rather it indicates that these actions are considered acceptable, however it is important to consider that actions which will hold the existing defence line are also acceptable.
- **Hold the existing defence line:** allow maintenance or improvement of the standard of protection presently afforded. In addition to covering situations where the existing defence structures need to be maintained, this policy also covers those situations where work or operations are carried out in front of the existing defences (such as beach recharge, rebuilding the toe of a structure, building offshore breakwaters and so on) to improve or maintain the standard of protection provided by the existing defence line. This policy also includes other policies that involve operations to the rear of existing defences (such as building secondary floodwalls) where they form an essential part of maintaining the current coastal defence system.
- **Managed Realignment:** this represents a policy of allowing the shoreline to move backwards or forwards, with management to control or limit movement (such as reducing erosion or building new defences on the landward side of the original defences).
- **No Active Intervention:** whereby there is no investment in coastal defences or operations and the shoreline is either allowed to remain in a natural state or to revert to a natural state.

### 1.1.4 Sustainable Shoreline Management

The Ayrshire SMP seeks to identify 'sustainable shoreline management policies', however 'sustainability' can mean different things depending upon the individual viewpoint. The conflicting pressures on the coast and constraints upon its management therefore are an important consideration in the development of an optimised plan which provides 'balanced sustainability'.

The Ayrshire SMP promotes management policies for the coastline into the 22<sup>nd</sup> century, thus the adopted policies must achieve long-term objectives without committing to unsustainable defence practices. It is, however, recognised that due to present-day objectives and acceptance, wholesale changes to existing defence management may not be appropriate in the very short-term. Consequently, the Ayrshire SMP provides a 'route map' for decision makers to move from the present situation towards the future in a sustainable manner.

The SMP considers objectives, policies and shoreline management actions for a range of timescales: short-term, medium-term and long-term. These correspond broadly to time periods of 0 to 20 years, 20 to 50 years and 50 to 100 years respectively.

## **1.2 STRUCTURE OF THE SMP**

The Ayrshire SMP consists of three main parts; a non-technical summary, the shoreline management plan and a series of supporting appendices.

### **1.2.1 Non-Technical Summary**

This document is a brief summary of the Ayrshire SMP and is intended for a wide and predominantly non-technical audience. The document contains the objectives and main findings of the SMP, without recourse to significant technical detail.

### **1.2.2 Shoreline Management Plan**

The Ayrshire SMP sets out the plan for the future management of the Ayrshire shoreline and is intended for a general audience. Policy statements for each section of the coast are defined and an action plan for implementing these policies is defined. The SMP is presented in eight parts as follows:

1. Gives an introduction to the SMP including the study area and how the plan was developed.
2. Details of how the SMP complies with the requirements for a Strategic Environmental Assessment (SEA).
3. Provides the basis for development of the Plan including a description of the Ayrshire shoreline and the various pressures influencing the coast.
4. Provides detail on the various shoreline management options which are available and their potential implications.
5. Provides a series of statements presenting the preferred policy and implications for individual sections of the coastline (Policy Units). These statements provide local detail and consider locally-specific issues and objectives.

6. Provides a 'route map' to implementation for each shoreline management activity identified as part of the Plan.
7. Gives details of the mitigation and monitoring requirements identified by the SEA.
8. Gives details of the next steps in the SMP process including how the policies should influence planning decisions and how the Plan will be reviewed and updated.

### 1.2.3 Supporting Documents (Appendices)

A series of supporting documents are provided with the Ayrshire SMP. These provide technical detail to support the Plan.

- A. **SMP Development:** This provides detail on the methodology of the assessment and the history of the development of the SMP, describing more fully the plan and policy decision-making process. The remaining documents effectively provide appendices to this report.
- B. **Stakeholder Involvement:** All communications from the stakeholder engagement process are provided here, together with information arising from the consultation process.
- C. **Baseline Processes:** Provides details of the baseline coastal processes around the Ayrshire coastline and assessment of long term issues associated with undertaking a 'No Active Intervention' baseline.
- D. **Policy / Options Assessment:** Provides information on the policy / option assessment process. This includes details of the environmental, social, technical and economic issues which have been considered for each Policy Unit.
- E. **Metadata and Bibliographic database:** All supporting information used to develop the SMP is referenced for future examination and retrieval.

## 1.3 THE PLAN DEVELOPMENT PROCESS

The requirement for an SMP covering the Ayrshire coastline was identified by SEPA through the development of the Ayrshire Local Flood Risk Management Strategy. The Ayrshire SMP has been developed in partnership between the operating authorities and other organisations with key roles in shoreline management. The project was led by a Project Steering Group, with detailed management being undertaken by a Technical Group. These groups included members of the following organisations:

- North Ayrshire Council (involving their engineering and planning departments);
- South Ayrshire Council (involving their engineering and planning departments);
- Scottish Environment Protection Agency (SEPA);
- Scottish Natural Heritage (SNH); and

- Historic Scotland.

Further meetings were held with engineering and planning representatives from North and South Ayrshire Councils in order to identify and understand local shoreline issues and identify appropriate management strategies for each Policy Unit.

The main activities in producing the SMP have been:

- Collation and review of all available information relating to the shoreline in the study area. This included existing coastal study reports, flood risk assessments, asset survey reports etc.
- Identification of gaps in the knowledge of coastal processes based on a review of existing information.
- Analysis of baseline coastal process to generate a robust knowledge of the baseline coastal processes with the remit of the Ayrshire SMP.
- Division of the Ayrshire coastline in to a series of sediment sub-cells based on limiting the potential for shoreline management activities in one area to interact with coastal processes in adjoining areas.
- Consultation with Council representatives to establish the coastal flooding and erosion issues and local priorities and plans for each section of the coast.
- Agreement of high level shoreline management strategy for each coastal cub-cell with the wider Project Team.
- Consultation with a wider stakeholder group and the public on the policies and measures identified by the Project Team
- Strategic Environmental Appraisal of the SMP.
- Incorporation of consultation feedback and production of the agreed final SMP.

The SMP considers objectives, policies and shoreline management actions for a range of timescales up to approximately 100 years into the future. Shorelines are extremely dynamic however, and social, environmental and economic pressures and priorities constantly transform over time. It is therefore essential that the SMP is reviewed and updated periodically in order to best manage the Ayrshire shoreline.

## 2 STRATEGIC ENVIRONMENTAL ASSESSMENT

### 2.1 INTRODUCTION

A Strategic Environmental Assessment (SEA) has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005, which implements European Union Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment. The full detail of the SEA is provided in a separate document “SEA Environmental Report - IBE1107Rp00003”.

The purpose of this Environmental Report is to provide a formal and transparent assessment of the likely significant impacts on the environment arising from the implementation of the Ayrshire Shoreline Management Plan (SMP), including consideration of reasonable alternatives.

#### 2.1.1 Screening for SEA

On behalf of North Ayrshire Council and South Ayrshire Council, RPS carried out an SEA Screening for the Ayrshire SMP in September 2016 to demonstrate how:

- North Ayrshire Council and South Ayrshire Council are together the Responsible Authority for the development and implementation of the Ayrshire Shoreline Management Plan.
- The Responsible Authority determined that the Ayrshire Shoreline Management Plan requires an SEA, as the likelihood exists for significant environmental effects to arise as a result of the Plan. The Plan falls within Section 5(3) of the Environmental Assessment (Scotland) Act 2005.
- The Responsible Authority has identified that the Ayrshire Shoreline Management Plan sets the framework for future shoreline works along the Ayrshire coast, that there is the potential for significant impacts as a result of the scale and duration of works and that sensitive receptors along the Ayrshire coast include SAC, SPA, SSSIs and LNRs.

Responses to the SEA Screening from the Scottish Environment Protection Agency (SEPA), Scottish Government, Scottish Natural Heritage and Historic Environment Scotland can be found in **Appendix A** of “SEA Environmental Report - IBE1107Rp00003”.

### 2.1.2 Scoping for SEA

The SEA Scoping for the Plan took place from January 2017 to April 2017. The purpose of the Scoping Report was to provide sufficient information on the Plan to enable consultees to form an opinion on the appropriateness of the scope, format, level of detail, methodology for assessment and the consultation period proposed for the Environmental Reports.

While the issue of a draft Scoping Report is not a formal requirement of the SEA Directive, it is recommended as good practice. A Scoping Report can inform stakeholders about the key environmental issues and the key elements of the Plan. In addition, the Scoping Report can be used as a tool to generate comments from stakeholders on the scope and approach of the SEA.

A table of SEA Topics and Environmental Awareness Issues was created to generate discussion during the scoping process and consultation in relation to the SEA receptors. This table, along with responses received in relation to the Scoping for this SEA can be found in “SEA Environmental Report - IBE1107Rp00003”.

### 2.1.3 Statutory Consultees for SEA

Under Article 6 of the SEA Directive, the competent authority (in this case North Ayrshire Council and South Ayrshire Council) preparing the plan or programme is required to consult with specific ‘environmental authorities’ (statutory consultees) on the scope and level of detail of the information to be included in the Environmental Report.

The statutory consultees established within Scottish SEA legislation are:

- Scottish Environment Protection Agency (SEPA)
- Scottish Natural Heritage (SNH)
- Historic Environment Scotland

### 2.1.4 Appropriate Assessment

The Habitats Directive (Council Directive 92/43/EEC) on the conservation of natural habitats and of wild fauna and flora obliges member states to designate, protect and conserve habitats and species of importance in a European Union context. Article 6(3) of the Habitats Directive requires that *“Any plan or project not directly connected with or necessary to the conservation of a site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.”* This Directive was initially transposed into Scottish Law through the Habitats Regulation 1994 as amended in

2004, 2007, 2008, 2011 and 2012. Any proposed plan or project that has the potential to result in a significant effect on a designated European site will require an Appropriate Assessment (AA). Case law has determined that the likelihood need not be great, merely possible, and that the precautionary principle must apply as set out in European Commission Guidance and as required by CJEU case law (i.e. C 127/02 '*Waddenzee*').

An Appropriate Assessment for the Ayrshire SMP has been carried out in parallel with the SEA process. The output of this is a Habitats Regulations Appraisal (HRA) Record, which has been prepared to influence the draft Plan and to provide Scottish Natural Heritage (SNH) with information on the draft Plan, the process undertaken for the HRA Record and to establish whether or not the Ayrshire SMP is likely to have a significant effect upon any European sites(s). The full findings of the HRA Record can be found in "Habitats Regulations Appraisal Record - IBE1107Rp00004" and have been integrated into "SEA Environmental Report - IBE1107Rp00003" and subsequently into the Plan.

## **2.2 METHODOLOGY AND CONSULTATIONS**

An SEA has been undertaken to assess the environmental impacts of the measures proposed as part of the Ayrshire SMP. It also aims to provide environmental guidance to ensure that the Plan is more sustainable. In conjunction with this, a Plan level HRA Record has also been prepared to inform the decision making process, in terms of the potential for the proposed measures to impact upon the integrity of any European sites in view of their conservation objectives. Both environmental assessments have been central to the development of the draft Plan.

### **2.2.1 Methodology**

The proposed measures have been assessed in terms of their potential positive and negative impacts and the significance of these impacts on the environment against the SEA objectives. The purpose of this is to predict and evaluate, as far as possible, the environmental effects of the Plan, highlighting any significant environmental problems and / or benefits that are likely to arise from the implementation of the Plan. Where possible, this assessment has been quantitative, with a graphical output to aid public appreciation and understanding of the implications of each proposed measure in the Plan.

The Ayrshire SMP has been assessed via a Baseline Led Assessment. This method involves the assessment of each option available in the enactment of the Ayrshire SMP against each of the following headings/subjects:

- Biodiversity, Flora & Fauna (BFF)
- Population & Human Health (PHH)



- Geology, Soils and Landuse (S)
- Water (W)
- Climatic Factors (C)
- Material Assets & Infrastructure (MA)
- Cultural, Architectural & Archaeological Heritage (H)
- Landscape & Visual Amenity (L)

Each alternative available in the Ayrshire SMP has been assessed in the short, medium and long term for likely effects, the significance of the effects, and whether they are positive or negative effects. Other impacts that have been assessed for significance are; secondary effects, cumulative effects, synergistic effects, temporary and permanent effects, and the inter-relationship of effects. The scenario of “The Evolution of the Environment without the Ayrshire SMP” has also been assessed in the same format. This is considered the Do-Nothing Scenario.

### 2.2.2 SEA Objectives

The Strategic Environmental Objectives (SEOs) were developed and consulted on with the environmental consultees. This assessment is relatively strategic, with the aim of reporting likely impacts at the coastal cell and sub-cell level to reflect the scale at which the options are being planned. A summary of the SEOs is given below.

Criteria	Objective
<b>Biodiversity, Flora &amp; Fauna</b>	<b>1</b> Avoid damage to, and where possible enhance, the biodiversity, flora and fauna in the vicinity of the shoreline.
<b>Population &amp; Human Health</b>	<b>2</b> Protect the public from risk of flooding and coastal erosion.
<b>Geology, Soils and Landuse</b>	<b>3</b> Maintain or improve areas of existing functional soil and land resource.
<b>Water</b>	<b>4</b> Protect and enhance the state of the water environment.
<b>Climatic Factors</b>	<b>5</b> Adaptation to potential climatic change.
<b>Material Assets &amp; Infrastructure</b>	<b>6</b> Protect material assets and infrastructure from risk of flooding and coastal erosion.
<b>Cultural, Architectural &amp; Archaeological Heritage</b>	<b>7</b> Protect or enhance historic environment features and their settings.
<b>Landscape &amp; Visual Amenity</b>	<b>8</b> Protect, and where possible enhance the landscape character and visual amenity of the Ayrshire shoreline.

The outcomes of the assessments have been incorporated into Section 5 of this SMP where the potential positive and negative impacts of the shoreline management policies are acknowledged.

Mitigation and monitoring that has been proposed in the SEA and HRA Record to prevent, reduce and as fully as possible offset any significant adverse effects on the environment due to implementation of the Plan. This mitigation and monitoring has been incorporated into section 7 of this SMP.

### **2.2.3 Consultation**

In addition to the scoping consultations, a stakeholder consultation report was produced in May 2017 to provide early engagement with non-statutory stakeholders from the Ayrshire coastline who may have an interest in the study.

The detailed responses received from this early stakeholder consultation can be found in **Appendix C** of “SEA Environmental Report - IBE1107Rp00003” and have been taken into consideration in the development of the Plan where feasible.

Consultation on the draft Plan, SEA Environmental Report and the HRA Record will commence in October 2017 and run for 12 weeks. The consultation activities will take the form of Public Consultation Days and potentially Elected Member briefings. The documents will be made available at the North Ayrshire Council and South Ayrshire Council premises and available digitally via their websites.

### **3 BASIS FOR DEVELOPMENT OF THE PLAN**

#### **3.1 OVERVIEW OF THE AYRSHIRE COASTLINE**

##### **3.1.1 Sub-cells**

In order to facilitate the development and presentation of appropriate shoreline management policies for the Ayrshire coastline it was essential to sub-divide the full extent of the Ayrshire coastline in to a number of smaller geographic sections. Previous work undertaken by HR Wallingford in 1997 had identified four coastal sub-cells within the Firth of Clyde as shown in Figure 3.1. The Ayrshire coastline falls at least partly within sub-cells 6b, 6c and 6d, however this level of sub-division was considered too broad scale for effective determination and reporting of shoreline management policies. Consequently a detailed assessment of sediment transport potential was undertaken using computational modelling techniques to further sub-divide the Ayrshire coastline in to suitable geographic areas for reporting of policies and measures. A total of 15 sub-cells were thus identified as shown in Figure 3.2. For consistency the original coastal cell naming convention adopted by Wallingford (1997) has been maintained, with further divisions within an existing sub-cell defined by appending a number to the existing cell name e.g. 6b1, 6b2 etc.

The definition of these coastal sub-cells was based on defining the areas within which various measures could be applied without affecting adjoining sections of the coast, for example a policy of Hold the Line applied in any sub-cell should not affect coastal processes in an adjoining cell. Thus, the sub-cells also define the geographic boundaries for future studies associated with the detailed design of a wide range of coastal management measures with potential to impact on coastal sediment dynamics.

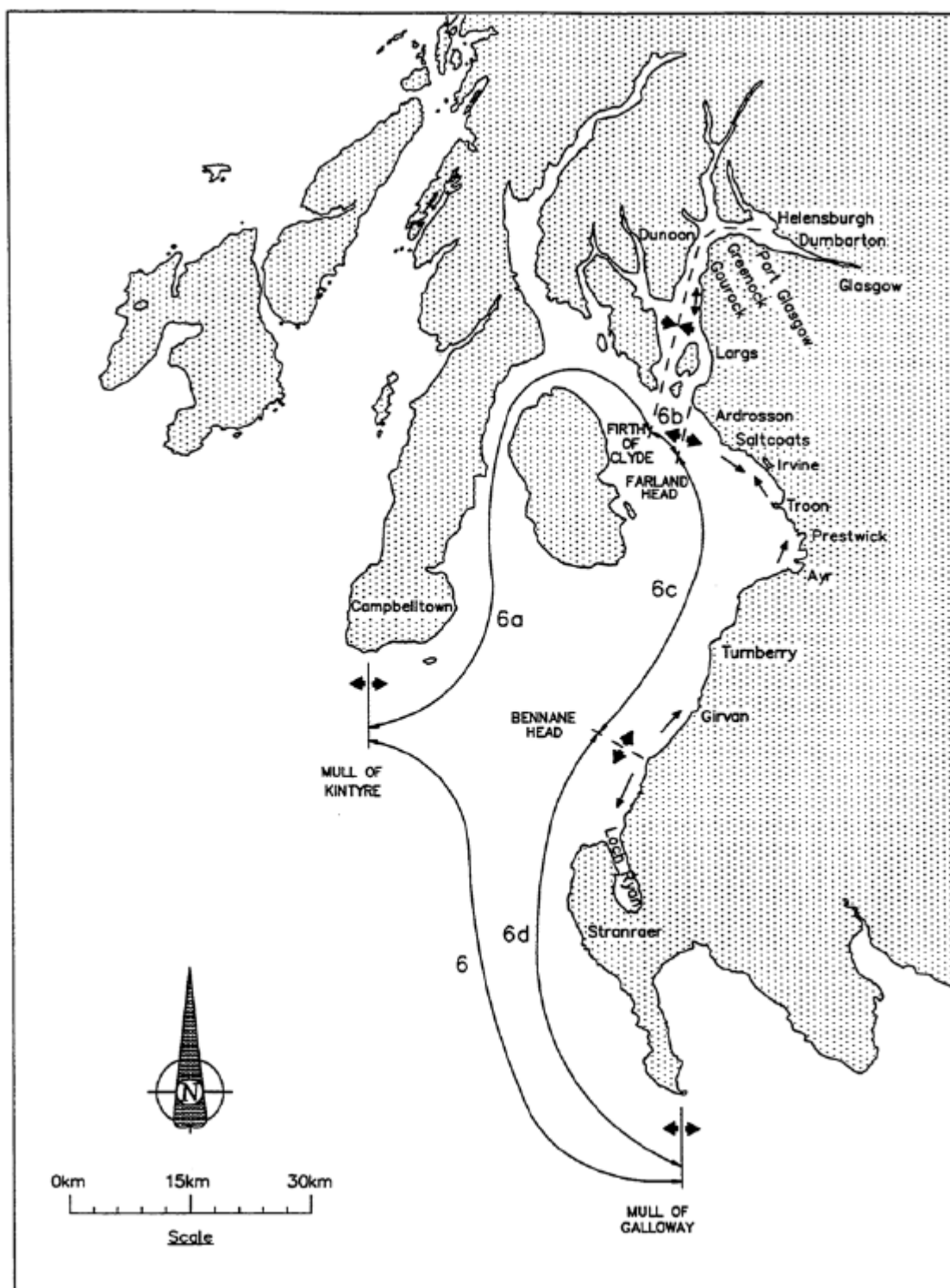
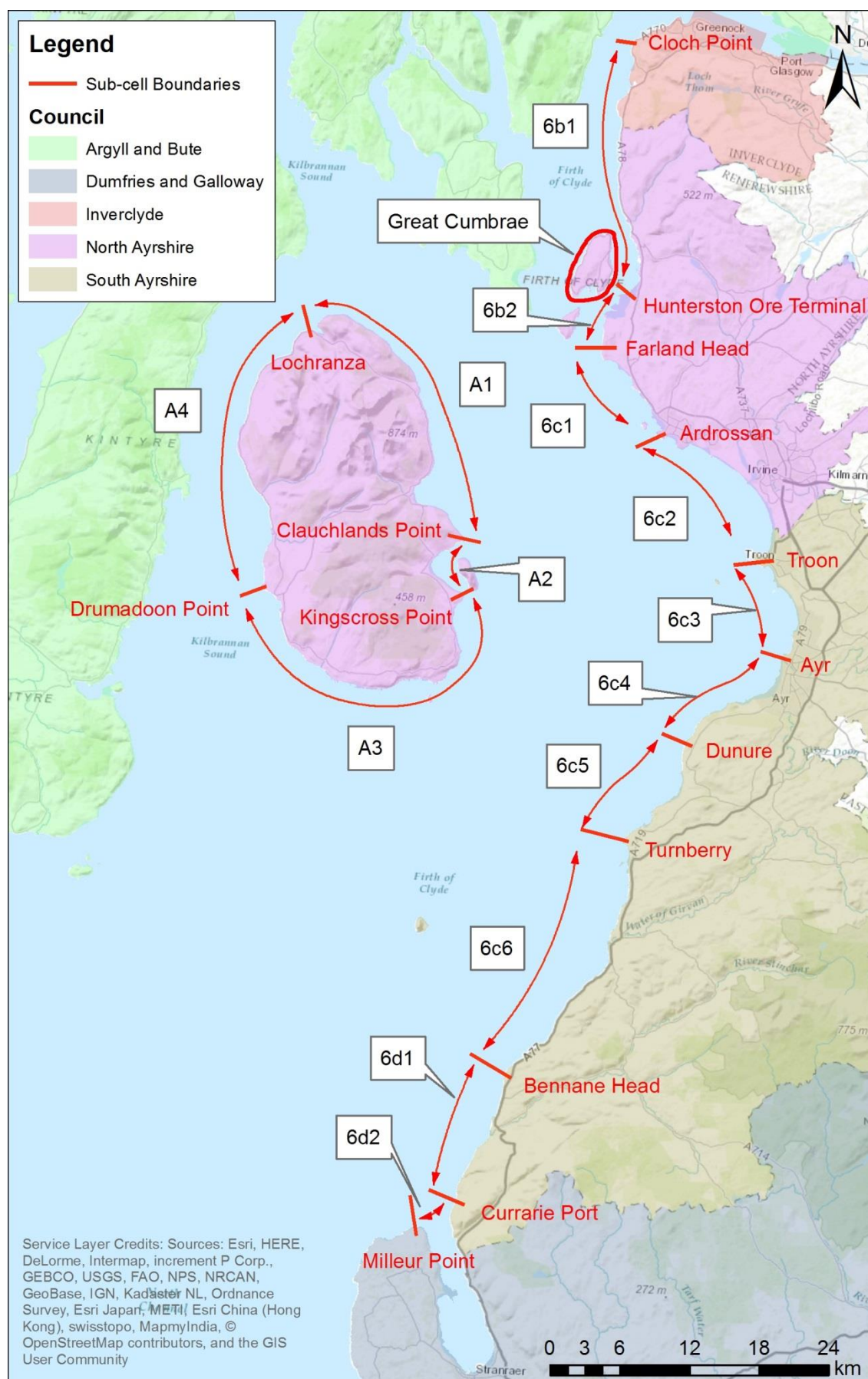


Figure 3.1 Coastal sub-cells between Mull of Kintyre and Mull of Galloway



**Figure 3.2 Coastal sub-cell boundaries for the Ayrshire and Arran coastlines**

The characteristics of each of the sub-cells sections in terms of the nature of the coastline, geomorphology, the flooding and erosion risk and the existing shoreline management measures are summarised under separate headings below.

It should be noted that the described coastal geomorphology associated with the sub-cells summarised below, is typical of an emergent coastline. The relict cliff line, raised beaches and raised rock platform associated with the majority of sub-cells described below, are attributed to regressive relative sea-level change. Following the last glaciation, the termination of ice cover resulted in the rebound of land and fluctuating relative sea level. Since the mid-Holocene (approx. 5000ya); isostatic rebound has been greater than eustatic rise, resulting the emergent coastal geomorphology associated with this coastline of Scotland. In recent times, studies have shown that sea level changes attributed to global climate change may be counteracting this trend.

### **3.1.2 Policy units**

Where appropriate, sub-cells have been further sub-divided into policy units based on the geographic extent of the applicability of a particular management policy, ownership of assets at risk and the extent of administrative responsibilities in order to allow a defined shoreline management policy to be proposed for appropriately scaled sections of shoreline. Policy units as defined for the Ayrshire SMP always lie within a single sub-cell, even though there may be locations where the recommended management policies are the same in adjacent sub-cells.

### **3.1.3 Sources of base information**

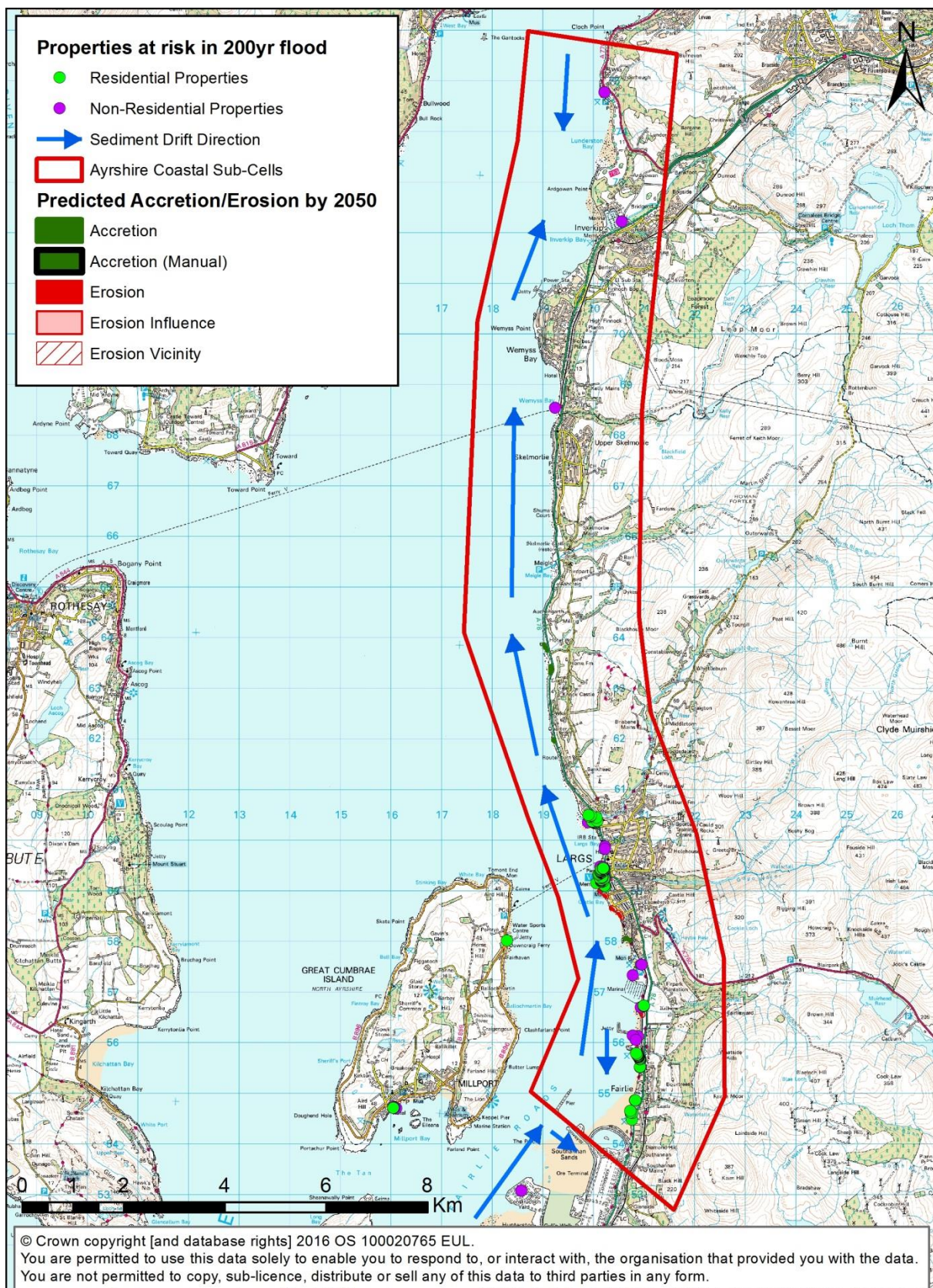
Reported information on the susceptibility of the shoreline to coastal erosion is drawn from the outputs of The National Coastal Change Assessment (NCCA). This study is a national study undertaken by SNH to quantify the amount and rate of coastal change around the Scottish Coast. Data for the Ayrshire coast in the form of derived erosion rates, and potential coastline set-back lines, was made available in GIS format by the SNH team. Similarly, reported information on the coastal flood risk has been drawn from the information developed by SEPA as part of the process of implementing the EU Floods Directive in Scotland. Data in the form of flood risk extents was made available in GIS format by SEPA for this study. Thus, both the erosion and flood risk data is derived from nationally consistent datasets.

Information from coastal asset inspection and survey reports has been used to summarise the shoreline management assets currently in place along the Ayrshire coast. Inspection Reports from surveys carried out for North Ayrshire by AECOM between October 2013 and February 2014 adopted the methodology described in the Condition Assessment Manual

(Environment Agency, 2006) to determine the overall condition of structures, with defences identified as being in Very Good, Good, Fair, Poor or Very Poor condition. A Coastal Protection Study incorporating inspections of the shoreline was carried out for South Ayrshire in 1999 by White Young Green with further coastal inspections undertaken for South Ayrshire in 2015. Condition classification in these studies was based on BA 63/94 for each element of the structures and the extent and severity of any defects was also noted.



### 3.2 SUB-CELL 6B1: CLOCH POINT – HUNTERSTON ORE TERMINAL



**Figure 3.3 Sub-cell 6b1**



Sub-cell 6b1 extends from Cloch Point to Hunterston Ore Terminal and includes approximately 35km of shoreline, of which circa 22km lies within the North Ayrshire Council area. The remainder of the shoreline in sub-cell 6b1 is located within the Inverclyde Council Area.

The majority of the shoreline within sub-cell 6b1 is composed of hard or artificial material, with less than 25% of the shoreline classified as soft. Sediment movement within this sub-cell is relatively limited, with the net drift being in a northerly direction, and only a minor element of southerly drift movement between Cloch Point and Ardgowen Point.

The coastline of this sub-cell is widely urbanised. The natural coastline generally consists of a raised rock platform, in a setting of raised beach and relict cliff-line morphology. Along this sub-cell there are instances where small beaches comprised of unconsolidated sediment exist within small embayments. These are typically defined by outcropping headlands and rest upon raised rock platforms. The most extensive area of unconsolidated sediment is located to the south of this sub-cell. At Southannan and Fairlie Sands, the intertidal zone is characterised by the presence of wide tidal sandflats. Landwards of the contemporary coastline, instances of a relict raised cliff line are present.

Wave action throughout sub-cell 6b1 is relatively low, with maximum significant wave heights during a typical force 8 storm of less than 1.0m.

### **Flood Risk**

The main areas of flood risk within sub-cell 6b1 are located at Largs and Fairlie. It is estimated that 249 residential properties and 78 non-residential properties within this sub-cell are presently at risk of coastal flooding during a 1 in 200 year coastal flood event. When predicted potential changes due to climate change are considered, this rises to 402 residential properties and 138 non-residential properties estimated to be at risk. In addition, approximately 1.3km of roads and 0.275km<sup>2</sup> of SSSI are considered to be at risk of flooding during a present day 1 in 200 year coastal flood event. This increases to 3.2km of road and 0.279km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of coastal erosion risk within sub-cell 6b1 is located at Largs. No assets are predicted to be directly affected by erosion by 2050; however 2 non-residential properties and approximately 0.17km of roads are predicted to be within the zone of concern. By 2100, it is estimated that 0.04km of road would be directly affected by erosion. One residential property, two non-residential properties and approximately 0.37km of road would also be within the zone of concern.

## Shoreline Management Assets

Significant coastal defence measures are present within sub-cell 6b1. To the north of Largs, the A78 is protected by a combination of walls, groynes and rock armour revetments where the road edge forms the coastline. There are also some limited rock armour works to land at Boathouse Avenue, while a series of gabion baskets protect the south bank of the Noddsdale Water where it discharges to the sea at Largs. These gabion baskets provide protection to a public footpath and amenity/playpark.

South of the Noddsdale Water outflow, coastal defences include a series of concrete seawalls with a mix of sand/shingle/cobble beach frontage. Immediately north of Largs Ferry Terminal there is a sloping dressed stone revetment with a low level precast concrete recurved wall along the crest. These structures provide protection to both residential and non-residential properties situated in the hinterland.

South of Largs Ferry Terminal the coastal defences comprise of a series of concrete seawalls/wave return walls and rock armour revetments extending to the mouth of the Gogo Water. These structures provide protection to a substantial number of residential and non-residential properties in Largs. Immediately south of the mouth of the Gogo Water coastal defences comprise concrete/cobble revetments with some lengths of low level concrete retaining wall.

Largs Yacht Haven is protected by a series of rock armour revetments. South of Largs Yacht Haven there is a short length of vertical sea wall with a coarse shingle/cobble beach at the top of the wall. To the north of Fairlie, the railway is protected by a combination of rock armour revetments, concrete revetments and 'grasscrete' faced embankments with rock armour toe protection.

Further south, a combination of masonry property boundary walls and concrete/masonry seawalls provide coastal defence. The mouth of the Fairlie Burn is protected by a vertical masonry wall and low level rock armour on the north bank, with gabion baskets and rock armour revetments embedded in concrete on the south bank.

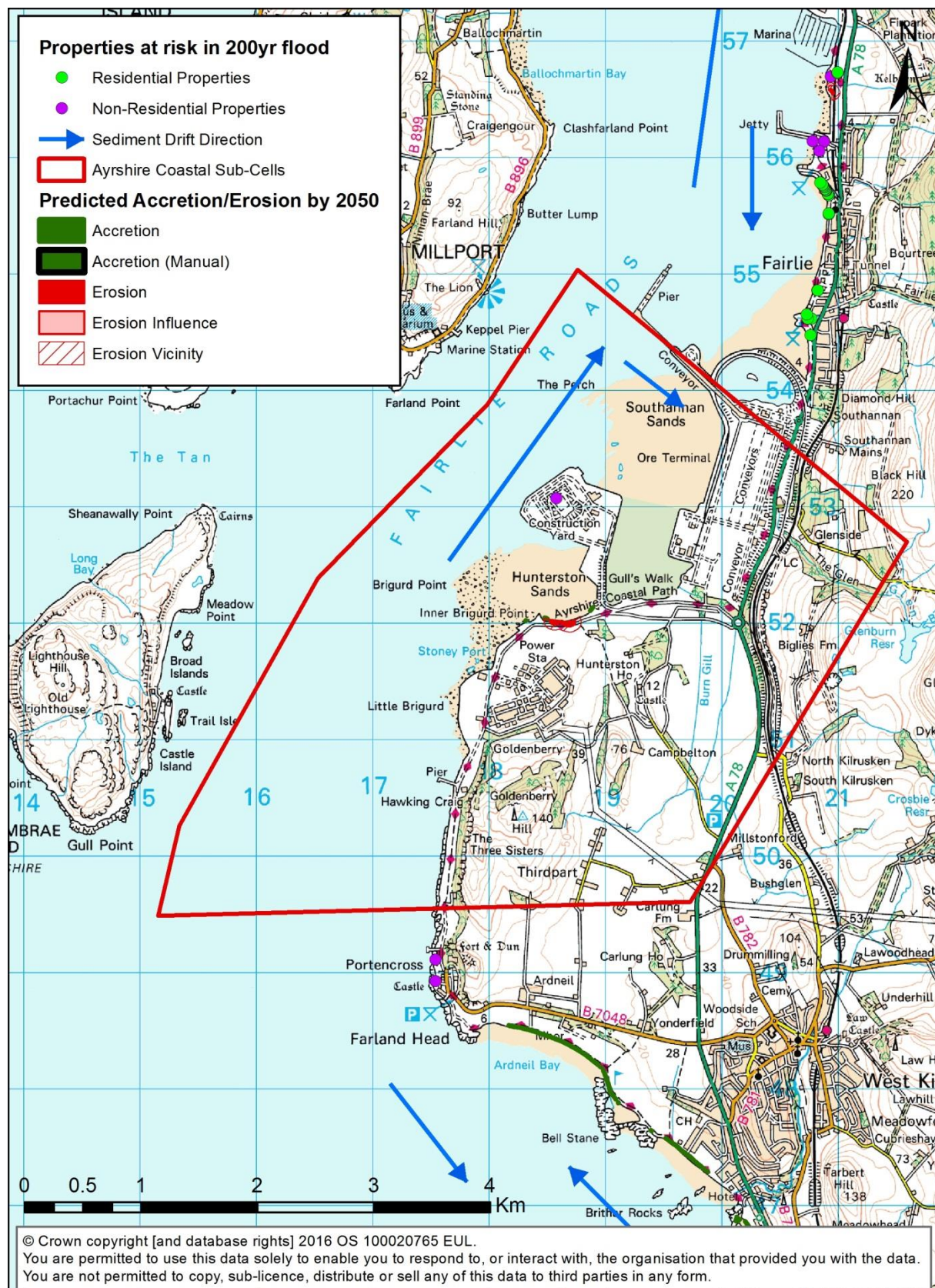
## Policy Units

Sub-cell 6b1 has been divided into two policy units:

- 6b1.1 Skelmorlie to Largs
- 6b1.2 Largs to Hunterston Ore Terminal

Policy unit 6b1.1 contains a single at risk asset, the A78 which is managed by Transport Scotland. Policy unit 6b1.2 contains multiple assets at risk with multiple owners.

### 3.3 SUB-CELL 6B2: HUNTERSTON ORE TERMINAL – FARLAND HEAD



**Figure 3.4 Sub-cell 6b2**

Sub-cell 6b2 extends from Hunterston Ore Terminal to Farland Head (Portencross) and is approximately 11.5km in length. This sub-cell lies entirely within the North Ayrshire Council area and includes the coastal frontage to Hunterston Power Station. The shoreline in sub-cell 6b2 is predominantly composed of hard or artificial material, with less than 15% of the shoreline classified as soft. Sediment drift within this sub-cell is in a northerly direction, with a sediment sink at Hunterston Sands.

The southern extent of this sub-cell is characterised by a raised rock platform that is backed by a steep raised relict cliff line. This relict cliff line can be traced from Portencross to Hunterston in the north. Also at Hunterston, the occurrence of soft sediment within the intertidal zone increases to form an area of tidal sandflats. The most exposed section of sub-cell 6b2 is the shoreline at Hawking Craig where force 8 storms can typically produce maximum significant wave heights of 1.0 to 1.5m.

### **Flood Risk**

The main area of flood risk in sub-cell 6b2 is located at Hunterston. During a 1 in 200 year coastal flood event, 1 NRP at Hunterston construction yard and approximately 0.348km<sup>2</sup> of SSSI are estimated to be at risk of flooding. When potential changes due to climate change are considered, there is no change in the number of properties at risk however the area of SSSI at risk increases to approximately 0.400km<sup>2</sup>.

### **Erosion Risk**

The main area of erosion risk in sub-cell 6b2 is located at Hunterston although no properties were found to be directly affected by erosion in this sub-cell. By 2050 approximately 0.04km of road and 0.002km<sup>2</sup> of SSSI are predicted to be directly affected by erosion, along with approximately 0.28km of road and 0.003km<sup>2</sup> of SSSI within the zone of concern. By 2100 approximately 0.15km of road and 0.002km<sup>2</sup> of SSSI are estimated to be directly affected by erosion, along with 0.18km of road and 0.003km<sup>2</sup> of SSSI in the zone of concern.

### **Shoreline Management Assets**

Much of the shoreline in sub-cell 6b2 is defended with extensive rock armour revetments around the Hunterston Ore Terminal and former rig construction yard.

### **Policy Units**

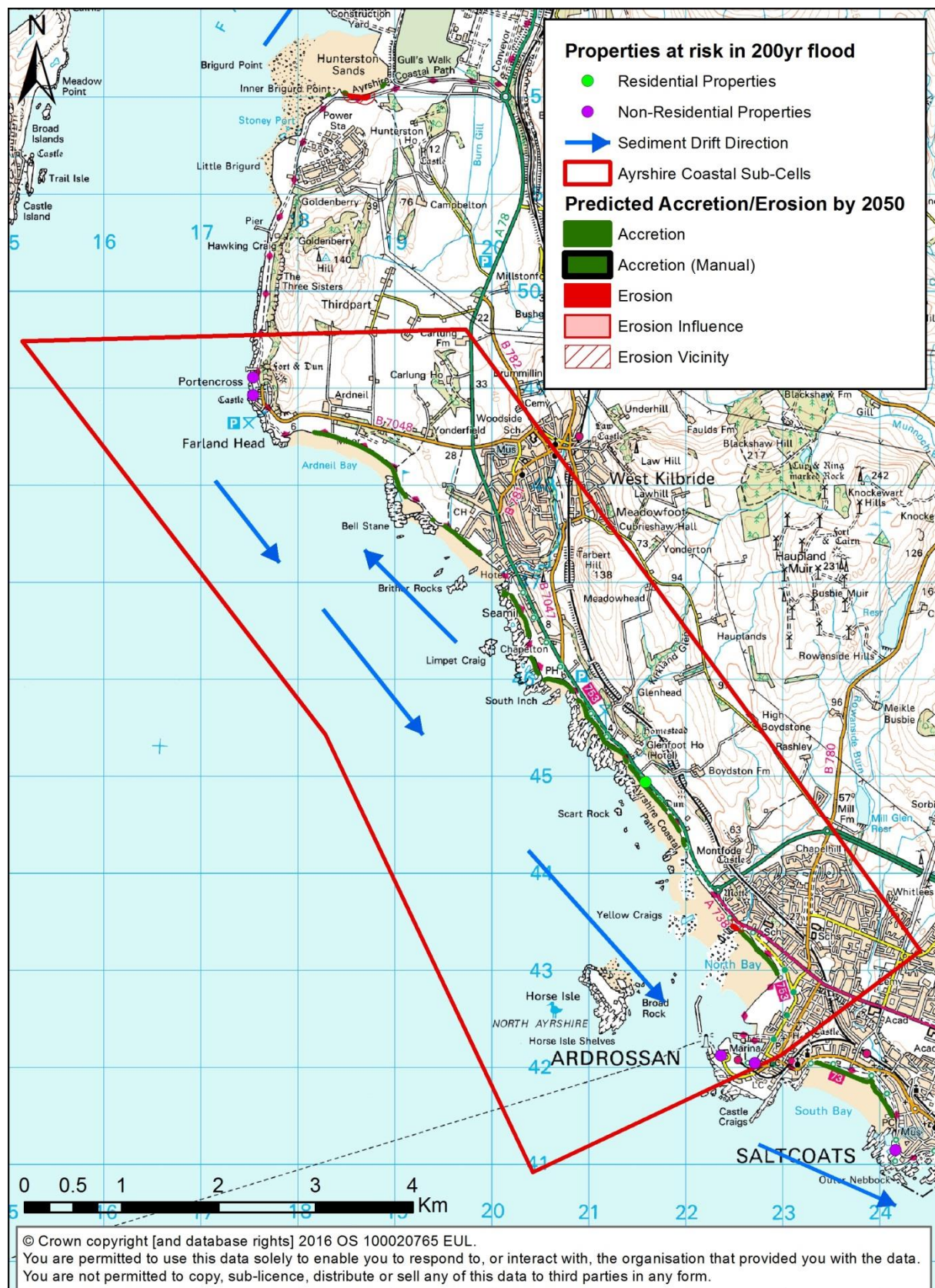
Sub-cell 6b2 has been divided into two policy units:

- 6b2.1 Hunterston
- 6b2.2 Hunterston to Farland Head

Policy unit 6b2.1 contains multiple assets at risk of flooding and erosion while Policy unit 6b2.2 contains no assets at risk.



### 3.4 SUB-CELL 6C1: FARLAND HEAD - ARDROSSAN



**Figure 3.5 Sub-cell 6c1**

Sub-cell 6c1 extends from Farland Head to Ardrossan Harbour and is approximately 14.5km in length. This sub-cell lies entirely within the North Ayrshire Council area and includes the communities of West Kilbride and part of Ardrossan.

Approximately 50% of the shoreline in sub-cell 6c1 consists of hard or artificial material. The net sediment drift in this sub-cell is in a southerly direction with sediment sinks located at Ardrossan and Ardneil Bay.

From Farland Craigs to Castle Craigs, this coastline is characterised by the presence of discontinuous sand and gravel beaches, intersected by sandstone outcrops. Landwards of the beach, the terrain is relatively flat rising up to the late-glacial shoreline ridge. To the north of this sub-cell, a small beach-dune system is present landwards of Ardneil Bay. Dune morphology along this section of the coastline is narrow and linear.

Wave action in sub-cell 6c1 is generally low; however a Force 8 storm can generate waves with a significant wave height of between 1.5-2.0m at the coast at Farland Head, Portencross and 1.0-1.5m significant wave height at Ardrossan.

### **Flood Risk**

The main areas of flood risk in sub-cell 6c1 are located at Ardrossan and Portencross. During a 1 in 200 year coastal flood event, one residential and 5 non-residential properties are predicted to be at risk of flooding. This increases significantly when the effect of climate change is considered to 326 residential and 75 non-residential properties. Approximately 0.10km of road is also estimated to be at risk during a present day 1 in 200 year event, however, when climate change is accounted for, approximately 1.97km of road and 0.017km<sup>2</sup> of SSSI are estimated to be at risk.

### **Erosion Risk**

The main area of erosion risk in sub-cell 6c1 is located at Ardrossan, however no receptors were found to be either directly affected or within the zone of concern by either 2050 or 2100.

### **Shoreline Management Assets**

At West Kilbride Golf Club there are a series of rock armour revetments and a short section of concrete training wall. Continuing south the coastal defences in the vicinity of Seamill consist of a rock armour revetment surrounded by well-established sand dunes. This leads into a reinforced earth embankment with gabions and in the area immediately north of the Kilbride Burn a mixture of vertical/battered face masonry and concrete walls.

South of the Kilbride Burn the coastal defences consist of a stone faced sloping revetment with rock armour toe protection, followed by a rock armour revetment.

A series of rock armour revetments occur intermittently between Glenfoot and Ardrossan.

North of Ardrossan Marina are a series of concrete, stone/cobble revetments with sections of rubble, brick and broken concrete present.

### **Policy Units**

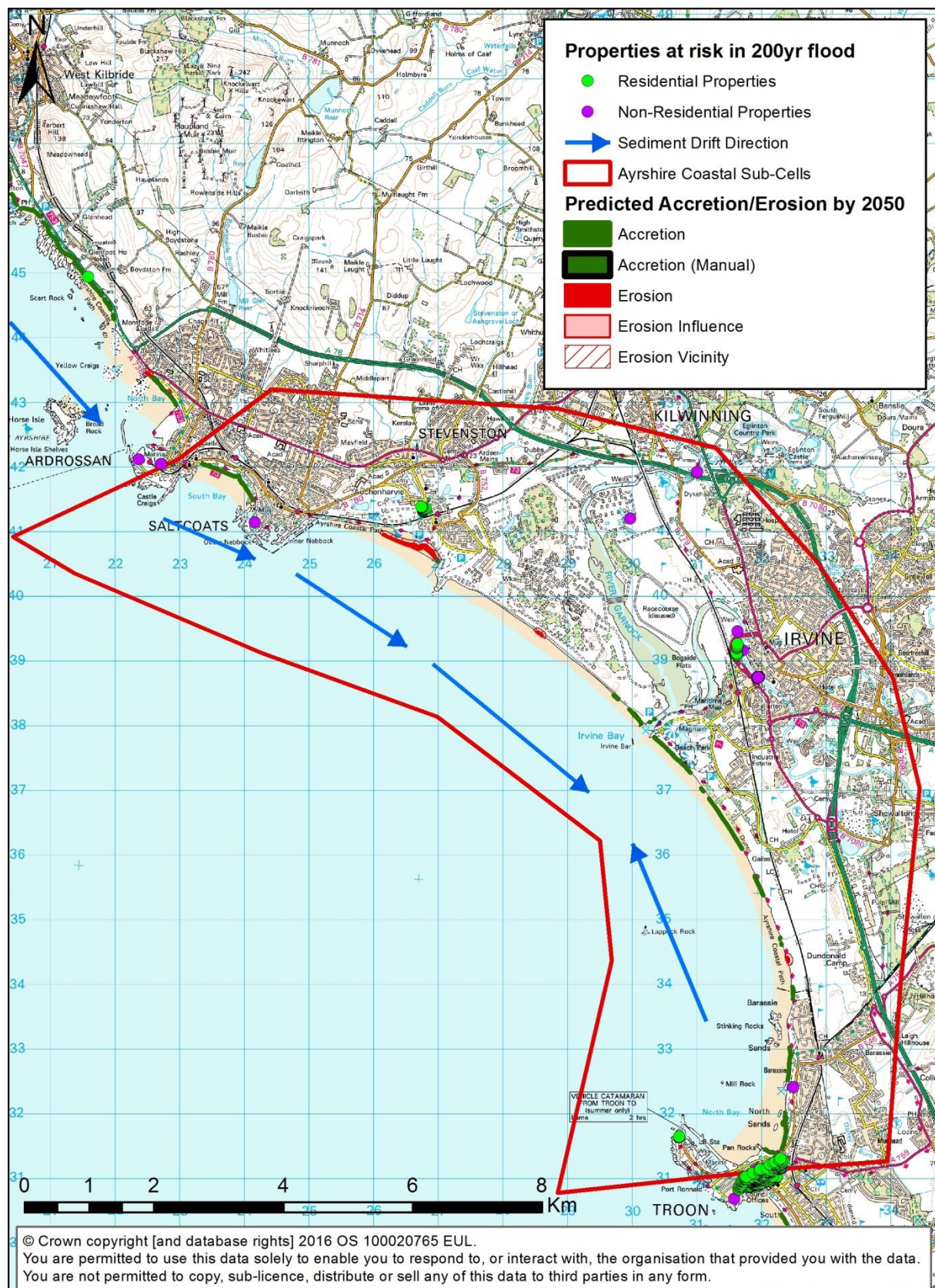
Sub-cell 6c1 contains a single policy unit:

- 6c1.1 Farland Head to Ardrossan

This policy unit contains assets at risk of coastal flooding including properties and roads, in addition to Scottish Water assets at risk from coastal erosion.



### 3.5 SUB-CELL 6C2: ARDROSSAN - TROON



**Figure 3.6 Sub-cell 6c2**



Sub-cell 6c2 extends from Ardrossan Harbour to Troon and is approximately 42.5km in length (including the inlet at the mouth of the River Irvine). This sub-cell is mostly located within the North Ayrshire Council area, however approximately 8km of the shoreline from Barassie south are located within the South Ayrshire Council area.

The shoreline in sub-cell 6c2 is predominantly comprised of soft material (70%), with only 30% comprised of hard and artificial material.

The mouth of the River Irvine acts as a sediment sink within sub-cell 6c2, with net sediment drift towards this point from both north and south.

Irvine Bay accommodates a near continuous beach-dune system that is intersected by outflow from the Rivers Irvine and Garnock. Ridge and runnel beach morphology is mainly associated with the beach to the south of this outlet, with up to three or four ridges exposed at low tide. South Bay is located to the north of Irvine Bay; this small embayment is separated by the presence of two prominent headlands that define the extent of this bayhead setting. Coastal dune morphology landwards of the beach is difficult to distinguish as this area has been vastly modified through human activity. The frontal dune ridge is characterised by the presence of a dune cliff-line with exposed sediment and clumping. To the south, the frontal dune ridge is eroded by the presence of beach orientated footpaths. Areas of estuarine saltmarsh and mudflat are located at the point where the Rivers Garnock and Irvine meet.

Wave action along the shoreline of sub-cell 6c2 is relatively low, with the maximum significant wave height during a typical Force 8 storm less than 1.0m throughout the sub-cell.

### **Flood Risk**

The main areas of flood risk in sub-cell 6c2 are at Stevenston and Irvine. During a 1 in 200 year coastal flood event 134 residential and 118 non-residential properties are estimated to be at risk of flooding. When potential effects of climate change are considered this increases to 707 residential and 308 non-residential properties being estimated to be at risk. In addition, 1.5km of road and 1.101km<sup>2</sup> of SSSI are estimated to be at risk of flooding during a 1 in 200 year coastal flood event. This increases to 4.3km of road and 1.253km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main areas at risk of erosion in sub-cell 6c2 are located at Saltcoats and at Western Gables Golf Course. One non-residential property is predicted to be at risk from coastal erosion by 2050. By 2100, both this non-residential property and approximately 0.27km of road are predicted to be at risk.

## Shoreline Management Assets

Around Ardrossan Harbour coastal defences consist of a mix of masonry and concrete seawalls. At the north end the coastal defences continue round the foreshore as a sloping revetment constructed from broken concrete/demolition rubble.

Continuing east, tipped rubble fronts what appears to be made ground occupied by industrial premises as a form of coastal defence.

At the South Beach there is a mix of concrete seawall with brick crest wall extension and gabion basket toe protection and vertical or near vertical concrete seawalls founded on the foreshore or exposed rock head.

Towards the eastern extent of South Beach, Saltcoats, the coastal defences consist of concrete seawalls and rock armour founded on foreshore/exposed rock head. A series of tidal pools are located seaward of the defences on the foreshore.

Continuing eastwards, a concrete seawall runs around the inner bay at Saltcoats to the Pier. Two rock groynes protrude from this section of seawall.

Saltcoats pier consists of a mix of masonry/concrete seawalls founded on exposed rock head. The mix of masonry/ concrete seawalls founded on exposed rock head continues east of the pier along the frontage occupied by the railway, terminating in a rock armour ramp approximately one third of the way across the bay.

Ardeer/Stevenson promontory is a man-made headland comprising a stone revetment on the north side which merges into a rock armour revetment at the head and along the south face. There is also a concrete wall topped with a series of precast concrete anchor blocks on the south side.

Continuing south east the coastal defences in sub-cell 6c2 include a mix of concrete revetment/seawall and rock armour.

At the mouth of the River Irvine coastal defences include concrete and grouted stone faced revetments, river training structures and a roundhead on the south side of the River Irvine. The south bank of the River Irvine is protected by sections of steel sheet piling with sloping grouted stone lower revetment supported on a timber piled toe and other quay type structures.

North of Barassie the coastline generally consists of a sloping sandy beach with a marram grass covered dune system behind. There is a steeper dune face towards the northern end which is indicative of erosion. Rock armouring is present at some locations along the shoreline particularly approaching the pumping station, along with a section south of Barassie.

North of Troon, adjacent to North Shore Road, a concrete seawall and shingle beach form the shoreline. South and west of this rock armouring continues to tie in to the structures at Troon Harbour.

### **Policy Units**

Sub-cell 6c2 has been divided into four policy units:

- 6c2.1 Ardrossan to Stevenston
- 6c2.2 Stevenston to Irvine Bay
- 6c2.3 Irvine Bay to Gales Burn
- 6c2.4 Gales Burn to Troon

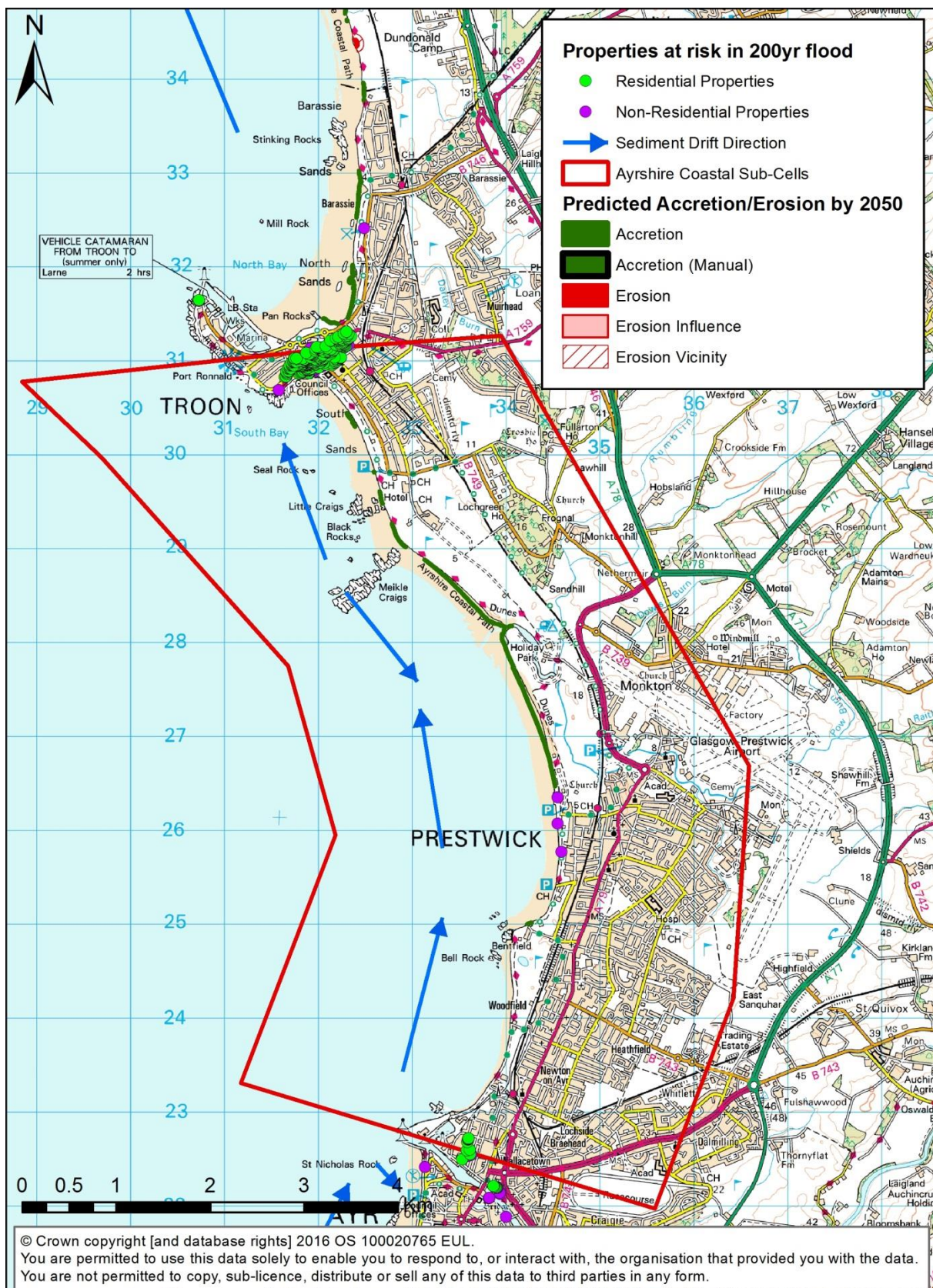
Policy unit 6c2.1 contains properties at risk of flooding and erosion.

Policy unit 6c2.2 contains land belonging to a private landowner.

Policy unit 6c2.3 is located in North Ayrshire and contains a number of properties and roads at risk of coastal flooding, and sand dunes at Barassie at risk of coastal erosion.

Policy unit 6b2.4 is located in South Ayrshire and contains properties at risk of coastal flooding.

### 3.6 SUB-CELL 6C3: TROON - AYR



**Figure 3.7 Sub-cell 6c3**

Sub-cell 6c3 extends from Troon to Ayr and is approximately 13km in length. This sub-cell is located entirely within the South Ayrshire Council area

Approximately 55% of the shoreline in sub-cell 6c3 is composed of hard or artificial material, with the remaining shoreline composed of soft material.

This near continuous coastal embayment accommodates a sandy beach, fronting dune morphology. The continuation of the beach is interrupted by rock outcrops including Meikle Craigs and Bell Rock. A recurved spit feature is located midway between Troon and Prestwick where the Pow Burn flows into the sea. This location represents the widest part of the beach, before it thins out towards the south. Coastal dune morphology is found landwards of the beach, with the best examples located close to the spit feature. Dune morphology is mainly linear in form, with crescentic forms located to the north of the spit, where the crest of these features dips N to NNW. These blow-out features are well vegetated and stabilised. Much of the dune surface is disturbed by the presence of beach orientated footpaths.

There is a net northward sediment drift within this sub-cell and a sediment sink at the outlet of the Pow Burn.

The wave action within sub-cell 6c3 is relatively low, with maximum significant wave heights during a Force 8 storm likely to be less than 1.0m throughout.

### **Flood Risk**

The main area of flood risk within sub-cell 6c3 is located at Troon. During a 1 in 200 year coastal flood event 317 residential and 264 non-residential properties are estimated to be at risk of flooding. When potential changes due to climate change are considered, this rises to 669 residential and 375 non-residential properties. In addition, during a 1 in 200 year flood event approximately 0.77km of road and 0.041km<sup>2</sup> of SSSI is estimated to be at risk of flooding, increasing to 1.63km of road and 0.067km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

While the NCCA has not identified any significant erosion within sub-cell 6c3, South Ayrshire Council is aware of ongoing erosion problems at Newton Shore, where rubble, including asbestos is being eroded from the seaward edge of the Golf Course.

### **Shoreline Management Assets**

South of the entrance to Troon Harbour, Troon Head, a rock armour slope around 2.5m high extends between the north and south car parks. This slope includes some demolition material as rock armour at the north end of the south car park. Beyond this the shoreline

protection continues as a stone block seawall founded on a rock base. Continuing south eastward a concrete seawall and stonework revetment with concrete infill form the shoreline. Beyond this, a concrete wave wall extends from Titchfield Road Car Park to the Walker Hall before becoming a concrete seawall at the South Beach Esplanade extending to Victoria Drive. The wave wall is founded on rock or shingle beach.

Sands dunes up to 5m high form the shoreline from Victoria Drive to Craigend Road. South of these sand dunes, gabion mattresses with gabion basket topping protect a section of the coastline at Royal Troon Golf Course. The coastline of the Royal Troon frontage, from about Meikle Craigs southwards consists of natural sand dunes, which continue south of the Pow Burn to Prestwick.

At Prestwick Esplanade the shoreline changes from a natural dune system to a concrete wave and seawall that extends southwards to Maryborough Road.

To the south of this the shoreline is composed of a series of concrete seawalls and rock armour revetments. The rock armour ends at Saltpans Road beyond which the shoreline continues as a concrete seawall with concrete toe beam until the mouth of the River Ayr.

### **Policy Units**

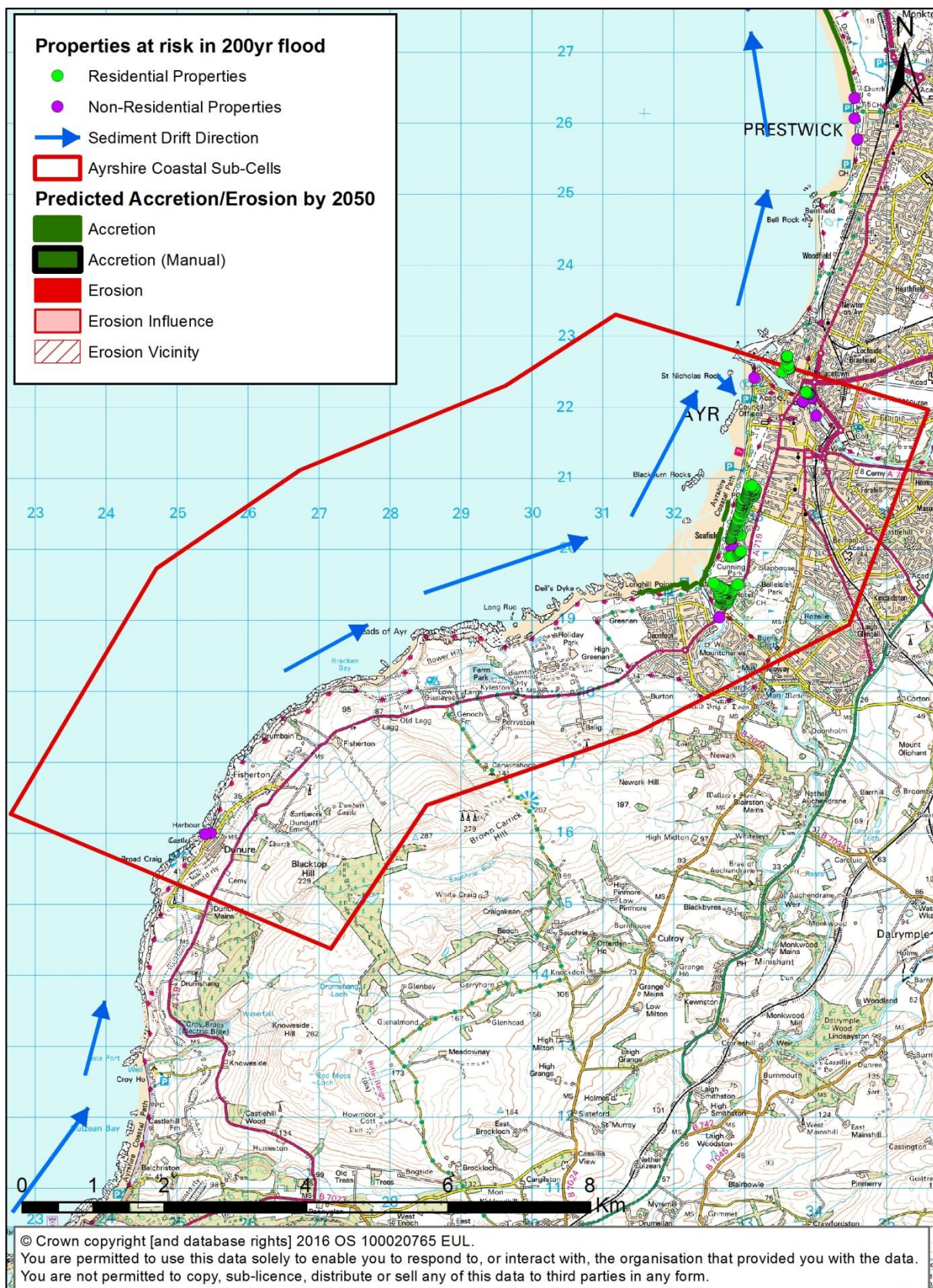
Sub-cell 6c3 contains a single policy unit:

- 6c3.1 Troon to Ayr

This policy unit contains assets at risk of coastal flooding including properties and roads, in addition to fill material and Scottish Water assets at risk from coastal erosion.



### 3.7 SUB-CELL 6C4: AYR - DUNURE



**Figure 3.8 Sub-cell 6c4**

Sub-cell 6c4 extends from Ayr to Dunure and is approximately 17km in length. Sub-cell 6c4 is located entirely within the South Ayrshire Council area.

The coastline morphology of this sub-cell is comprised of a mixture of rocky cliffs fringed by the presence of a rock platform. The extent of unconsolidated sediment deposits increases towards Ayr, where the coastal embayment accommodates the South Beach at Ayr. The continuation of this embayment is dissected by the outflow from the River Doon. The beach at this point is dominated by gravels. At low tide, a series of sand ridges and runnels are exposed. A series of dykes and a rock platform outcrop at the intertidal zone at Greenan. Towards the Heads of Ayr, unconsolidated beach deposits decrease in extent. A series of incised cliffs define the coastal extent of these small beaches. Raised beach deposits are located behind the modern beach deposits, with their landward extent defined by the presence of the coastal cliff line.

The shoreline in sub-cell 6c4 is comprised of an approximately equal mix of hard / artificial material and soft material.

The net sediment drift in sub-cell 6c4 is northwards, with sediment accumulating between Doonfoot and Ayr, particularly immediately to the south of the Pier at Ayr.

Wave heights were found to be greatest at the southern extent of sub-cell 6c4, with a significant wave height of between 1.5-2.0m predicted at Dunure during a Force 8 storm.

### **Flood Risk**

The main areas of flood risk in sub-cell 6c4 are located at Ayr and Seafield. During a 1 in 200 year coastal flood event 173 residential and 26 non-residential properties were found to be at risk of flooding. When potential changes due to climate change are considered the flood risk increases to 575 residential and 59 non-residential properties. In addition, approximately 0.60km of road and 0.062km<sup>2</sup> of SSSI is estimated to be at risk during a 1 in 200 year coastal flood event, increasing to 1.61km of road and 0.070km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion**

No significant areas of erosion were identified for sub-cell 6c4.

### **Shoreline Management Assets**

On the south side of the River Ayr there is a concrete pier with a rock armour revetment on the south face. South of the pier, a stone revetment and a concrete seawall with decorative profiled coping extend as far as Pavilion Road. Between Pavilion Road and Seafield Road the defence becomes a sloping concrete seawall.



South of Seafield Road there is a marram grass covered dune at the head of the beach in front of a low concrete wave wall. The marram dune frontage ends at the Slaphouse Burn outfall, north and south of which there are rock armour groynes. Between the Slaphouse Burn and the River Doon the shoreline is composed of rough grass in front of the concrete wall.

Beyond the mouth of the River Doon the coastline continues as a mix of rough grassland and low dunes to Greenan Head. Beyond Greenan Head the coastline continues southward as a series of natural embayments between rocky headlands to the Heads of Ayr.

From the Heads of Ayr to Dunure the coastline is predominantly rocky. At Dunure Harbour a stone wall provides coastal protection. A mass concrete buttress wall with blockwork facing fronts the original stone wall over a short section, with earth fill in between.

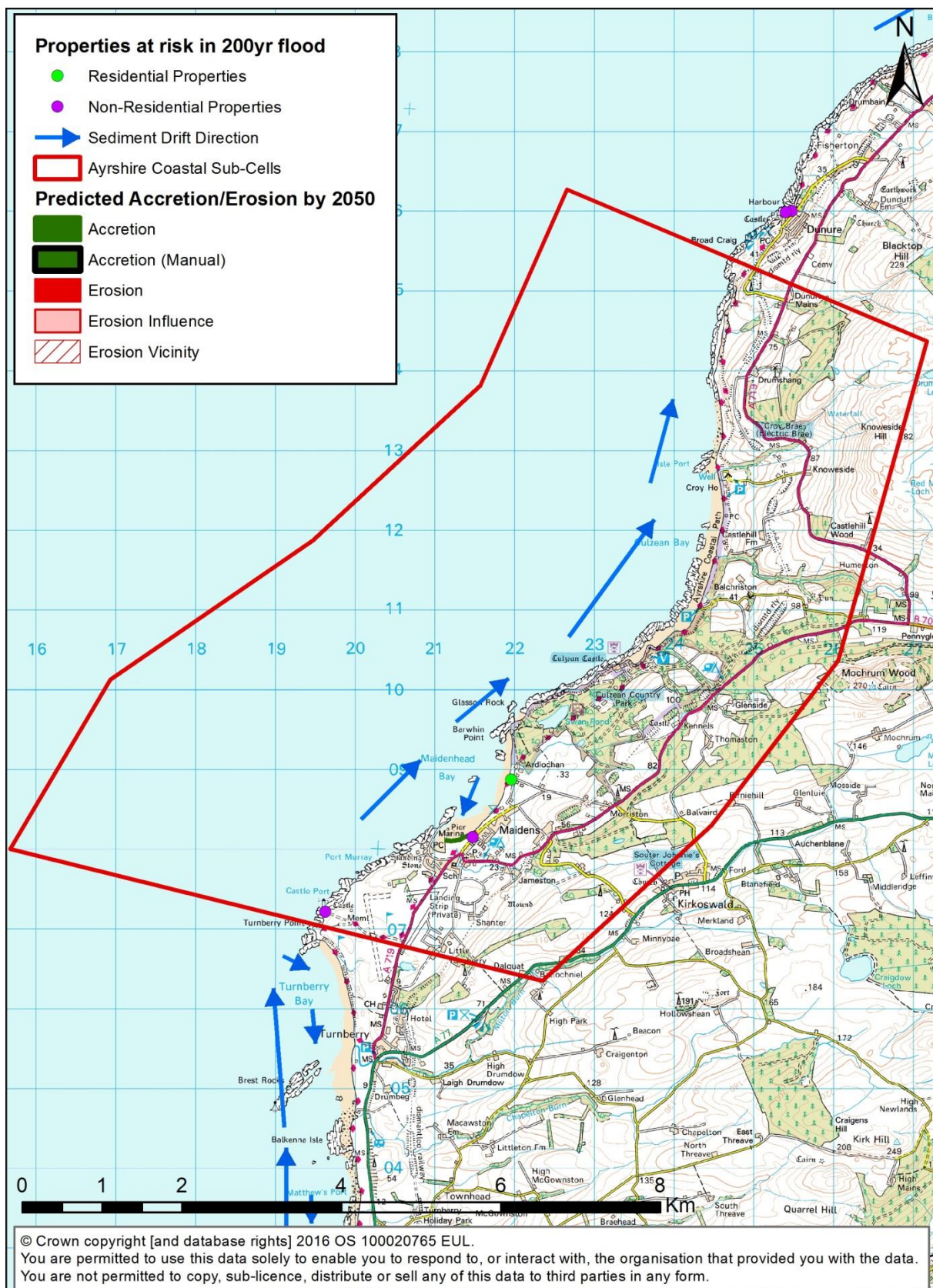
### **Policy Units**

Sub-cell 6c4 has been divided into two policy units:

- 6c4.1 Ayr to Greenan Castle
- 6c4.2 Greenan Castle to Dunure

Policy unit 6c4.1 contains a significant number of properties and roads at risk of coastal flooding. Policy unit 6c4.2 contains two non-residential properties at risk of coastal flooding.

### 3.8 SUB-CELL 6C5: DUNURE - TURNBERRY



**Figure 3.9 Sub-cell 6c5**

Sub-cell 6c5 extends from Dunure to Turnberry and is approximately 14.5km in length. This sub-cell is located entirely within the South Ayrshire Council area. The majority of the shoreline in sub-cell 6c5 is composed of hard and artificial material, with only around 40% composed of soft material. The net sediment drift in sub-cell 6c5 is northwards, with a sediment sinks at Culzean Bay and Maidenhead Bay.

The coastline morphology of this sub-cell comprises two recurve coastal bays, Culzean and Maidenhead Bay. Both these bays accommodate well-sorted medium sand beaches that are deposited upon the rock platform that dominates the intertidal zone. The landward extent of these bays is defined by the presence of raised beach deposits and a relict cliff-line and rock outcrops.

Wave heights along the entire shoreline of sub-cell 6c5 were found to be substantial. The likely significant wave height at the Maidens during a Force 8 storm was found to be between 1.5m and 2.0m.

### **Flood Risk**

The main area of flood risk within sub-cell 6c5 is located at the Maidens. During a 1 in 200 year coastal flood event 1 residential and 2 non-residential properties were found to be at risk of flooding. When potential changes due to climate change are considered, there is a minor increase in flood risk to 1 residential and 5 non-residential properties. In addition, approximately 0.01km of road and 0.056km<sup>2</sup> of SSSI are at risk during a 1 in 200 year coastal flood event, increasing to approximately 0.09km of road and 0.065km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

No significant erosion risk was identified for sub-cell 6c5.

### **Shoreline Management Assets**

Rock armour between 1.5 to 2.5m high provides coastal protection to a section of the shoreline at the Maidens adjacent to Ardlochan Road. South-west of this rock armour there is a low concrete seawall above a sandy beach.

A degree of protection is also afforded by the rubble mound breakwater and concrete jetty that form the entrance to the harbour at the Maidens.

### **Policy Units**

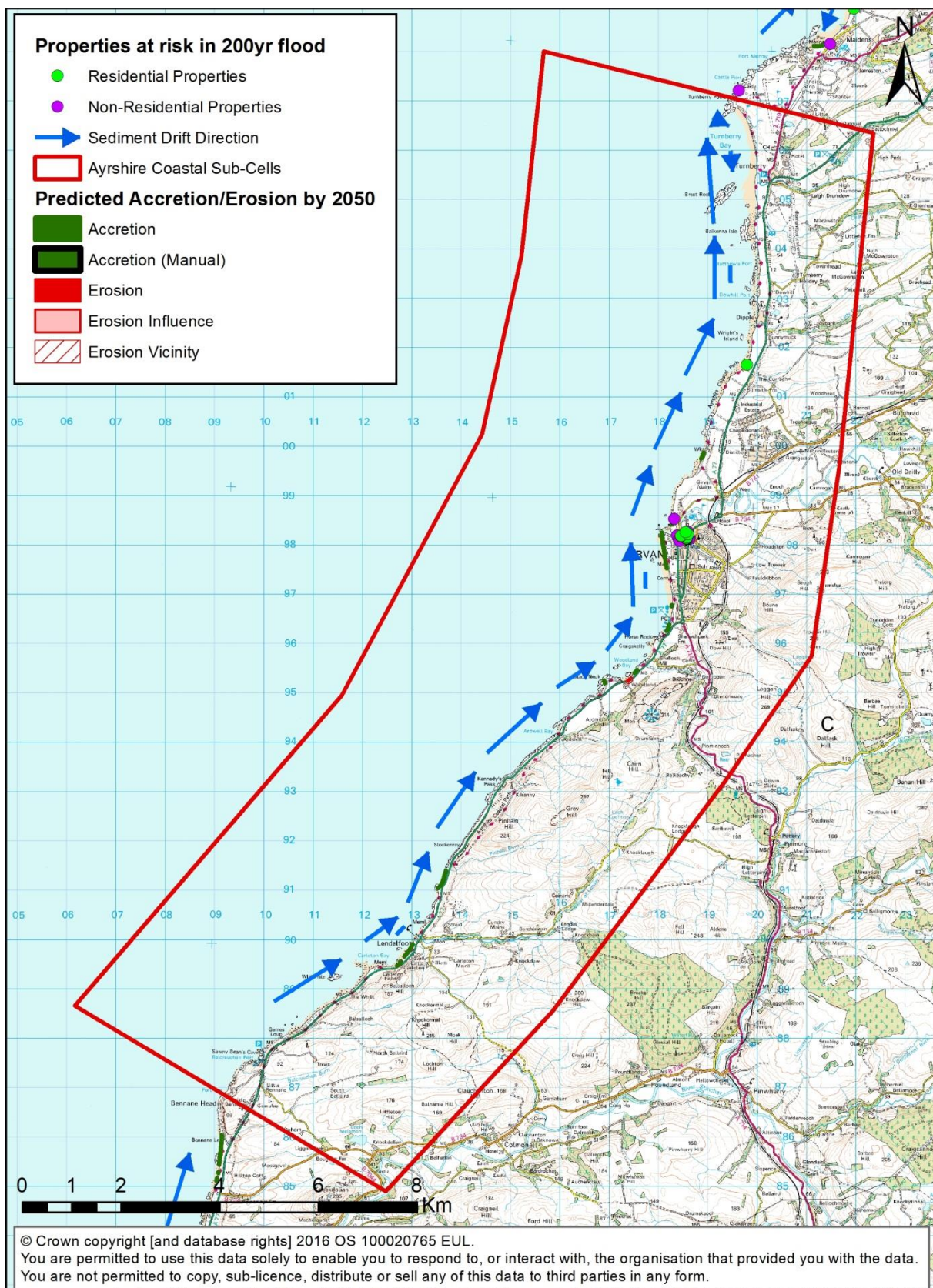
Sub-cell 6c5 contains a single policy unit:

- 6c5.1 Dunure to Turnberry

This policy unit contains a limited number of assets at risk from coastal flooding including properties and roads.



### 3.9 SUB-CELL 6C6: TURNBERRY – BENNANE HEAD



**Figure 3.10 Sub-cell 6c6**

Sub-cell 6c6 extends from Turnberry to Bennane Head and is approximately 31km in length. This sub-cell is located entirely within the South Ayrshire Council area.

The shoreline in sub-cell 6c6 is roughly equally split between hard or artificial material and soft material.

Exposed rock platform dominates the intertidal zone of this coastal sub-cell, although the presence of unconsolidated beach material increases in extent towards the north and forms a strip of coastal dunes located behind the beach at Turnberry Bay. The morphology of these dunes is mainly linear in form, as represented by an extensive aeolian foredune ridge. Landward of these dunes the area has been developed into a golf course. Along the intertidal zone, towards Girvan, occasional sandy beach deposits interrupt this gravel and boulder dominated coastal fringe. More extensive sand and gravel beach deposits are located to the south of Girvan Harbour. Beyond Woodland Bay, from the south of Girvan beach to Bennane Head the intertidal zone returns to a gravel and boulder dominated coastal fringe, backed by a relict cliff-line.

The net sediment drift in sub-cell 6c6 is in a northerly direction towards the beach at Turnberry Bay.

The largest waves occur towards the north of sub-cell 6c6 at Turnberry. The maximum significant wave height at Turnberry Point was estimated to be between 1.5-2.0m during a Force 8 storm.

### **Flood Risk**

The main area of flood risk within sub-cell 6c6 is located at Girvan. During a 1 in 200 year coastal flood event, 8 residential and 13 non-residential properties are predicted to be at risk of flooding. When potential changes due to climate change are considered, this increases to 15 residential and 22 non-residential properties. In addition, approximately 0.33km of road and 0.268km<sup>2</sup> of SSSI are predicted to be at risk of flooding during a 1 in 200 year coastal flood event, increasing to 0.67km of road and 0.292km<sup>2</sup> of SSSI when potential changes for climate change are considered.

### **Erosion Risk**

The main area of erosion risk in sub-cell 6c6 is located at Woodland Bay. By 2050 it is estimated that approximately 0.001km<sup>2</sup> of the SSSI will be directly affected by erosion, along with approximately 0.27km of road and 0.004km<sup>2</sup> of the SSSI which will be at significantly increased risk. By 2100 it is estimated that approximately 0.08km of road and 0.001km<sup>2</sup> of SSSI will be directly affected by erosion, along with approximately 0.21km of road and 0.004km<sup>2</sup> of SSSI being at significantly increased risk. There is also evidence of localised

erosion at Girvan Golf Club although the National Coastal Change Assessment has not identified a significant change in the position of the coastline due to the presence of various coastal protection measures.

### **Shoreline Management Assets**

At Girvan Golf Club the shoreline is protected by a mix of large boulders and rock armouring with a section of timber piles part retaining this armouring. This protection has been overtopped in areas leading to erosion of the banks during storm conditions.

A shingle beach protected by brick, rubble and rock armour connects the southern extent of Girvan Golf Course to the root of the rock armour breakwater north of Girvan Harbour.

Inside Girvan harbour there is a concrete ribbed wall breakwater on the northern side. The northern side of the harbour inside this breakwater is protected with rock armour and a sloping concrete revetment, along with a timber pile retaining wall further upstream.

East of the public slipway on the north side of the harbour there are sloping gabion baskets and a steel sheet pile wall.

On the south side of the harbour there is a steel sheet pile wall with a timber jetty extending out from the bank. A series of concrete, stone block and steel sheet pile walls are present on the south side of the harbour before the south pier at the outlet of the harbour. The south pier has a steel pile wall and concrete deck on its northern face, and a concrete wall protected by rock armour on its south face.

At the root of the south pier there is a stonework wall above a stonework revetment. The revetment slope steepens into a vertical wall at the root of the pier.

A concrete seawall extends between the northern extent of the car park to the Old Pool area where there is a concrete column and beam frame with infill brickwork panels and mortar rendering. South of this, there is a concrete sea wall as far as Duncan Street.

At Stair Park there is gabion mattress slope protection and at Doune Cemetery a stone revetment wall with stone blocks in concrete provides protection. South of Doune Cemetery the bank face is protected with a gabion mattress lining which has been covered with topsoil. The shoreline between Doune Street and Cauldshore Road has no apparent protection however gabion mattresses may be buried. South of Cauldshore Road to the car park at the southern extent of Ainslie Park there are signs of gabion baskets exposed at the toe of the grass slope.

Continuing south from Girvan, the A77 is protected by a series of rock armour revetments where the road alignment is close to the shoreline. The most extensive of these are found at Woodland Bay, Kennedy's Pass and to the north and south of Lendalfoot.

## Policy Units

Sub-cell 6c6 has been divided into three policy units:

- 6c6.1 Turnberry to North Girvan
- 6c6.2 Girvan
- 6c6.3 South Girvan to Bennane Head

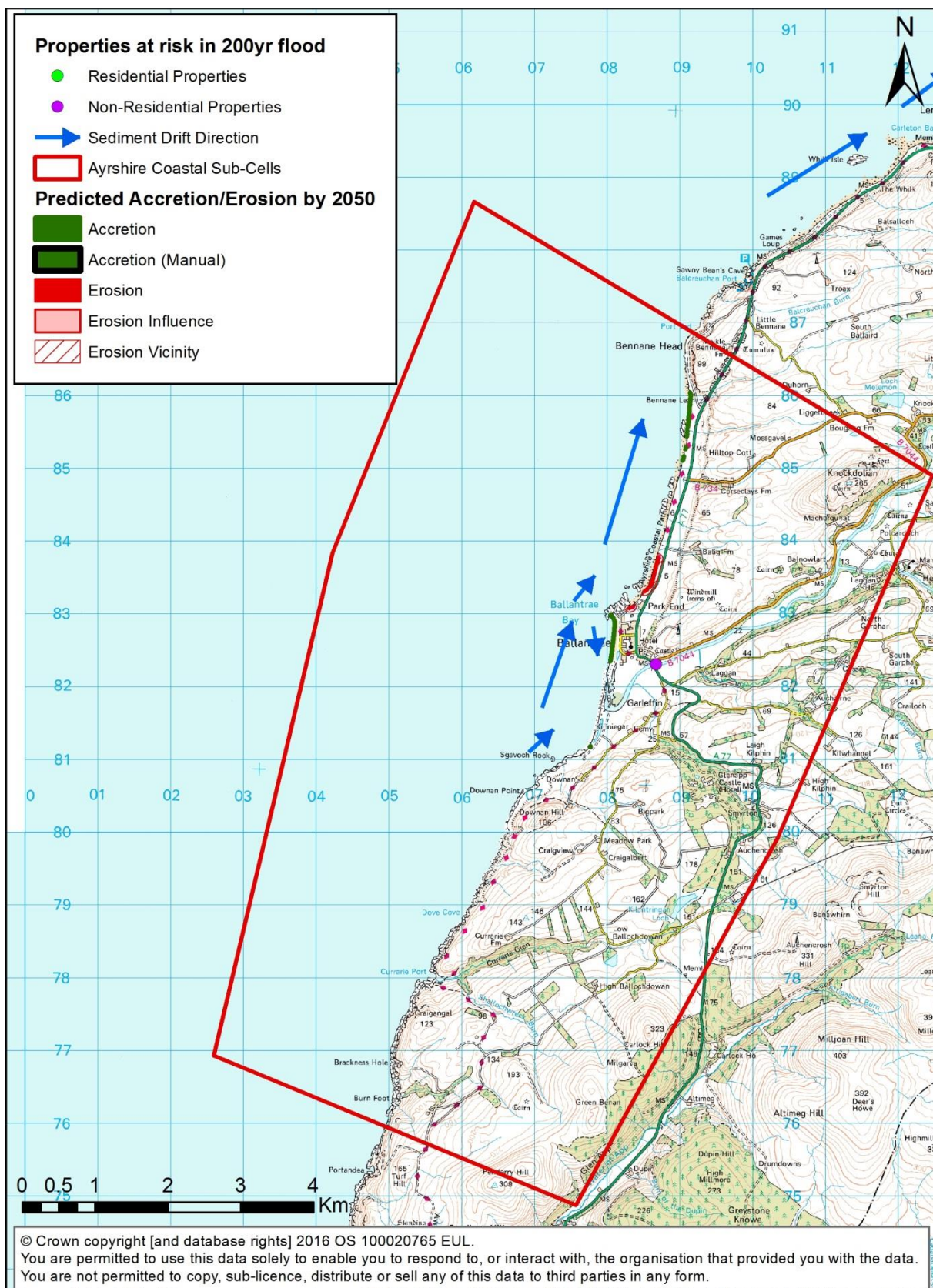
Policy unit 6c6.1 contains a single property at risk of coastal flooding.

Policy unit 6c6.2 contains a number of properties and roads at significant coastal flood risk. Girvan Golf Course is also at risk of erosion.

Policy unit 6c6.3 contains a single asset at risk, the A77. This asset is managed by Transport Scotland.



### 3.10 SUB-CELL 6D1: BENNANAE HEAD – CURRARIE PORT



**Figure 3.11 Sub-cell 6d1**



Sub-cell 6d1 extends from Bennane Head to Currarie Port and is approximately 23km in length (including the inlet at the River Stinchar). This sub-cell is located entirely within the South Ayrshire Council area.

This shoreline of sub-cell 6d1 is mostly comprised of hard material, with only Ballantrae Bay containing a significant length of soft shoreline.

Between Finnarts and Downan Points, the coastline is steep, with the shoreline defined by a steep rocky cliff line. The intertidal zone is marked by the presence of an exposed rock platform. A series of beach ridge deposits are located to the north of Downan Point with a small spit located at the mouth of the River Stinchar, and a small area of salt marsh located behind this feature. Beyond the pier at Ballantrae, the sand and gravel dominated linear beach continues on to Bennan Lea. From this point to Bennane Head, the coastline becomes steeper and rocky. Remnants of a former late-glacial to mid-Holocene coastline are located landwards from the present day shoreline. The town of Ballantrae is located in front of a late-glacial marine terrace. While the A77 road runs parallel with a relict storm beach ridges and machair like surface.

The net sediment drift in sub-cell 6d1 is in a northerly direction, with sediment accumulating at Ballantrae Bay and across the mouth of the River Stinchar.

The largest waves within sub-cell 6d1 occur around Downan point, with maximum significant wave heights of between 1.5-2.0m anticipated during Force 8 storm conditions.

### **Flood Risk**

There is very limited flood risk within sub-cell 6d1, with only one non-residential property presently estimated to be at risk of flooding during a 1 in 200 year coastal event. There is no change to the number of properties at risk when potential changes due to climate change are considered. In addition, approximately 0.04km of road and 0.202km<sup>2</sup> of SSSI are estimated to be at risk during a 1 in 200 year coastal flood event, increasing to approximately 0.07km of road and 0.216km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of erosion risk in sub-cell 6d1 is located at Ballantrae. By 2050 it is estimated that approximately 0.48km of road will be within the erosion risk zone, while by 2100 it is estimated that one residential property and approximately 0.57km of road will be within the erosion risk zone.

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## Shoreline Management Assets

North of Ballantrae pier the shoreline is defended with a combination of gabions, concrete and rock armour along the rear boundaries of a number of properties. A concrete seawall is also present towards the northern root of Ballantrae pier.

To the south of Ballantrae pier, protection is provided by a cobble storm beach topped with a grass area and intermittent areas of gabions and rock armour.

## Policy Units

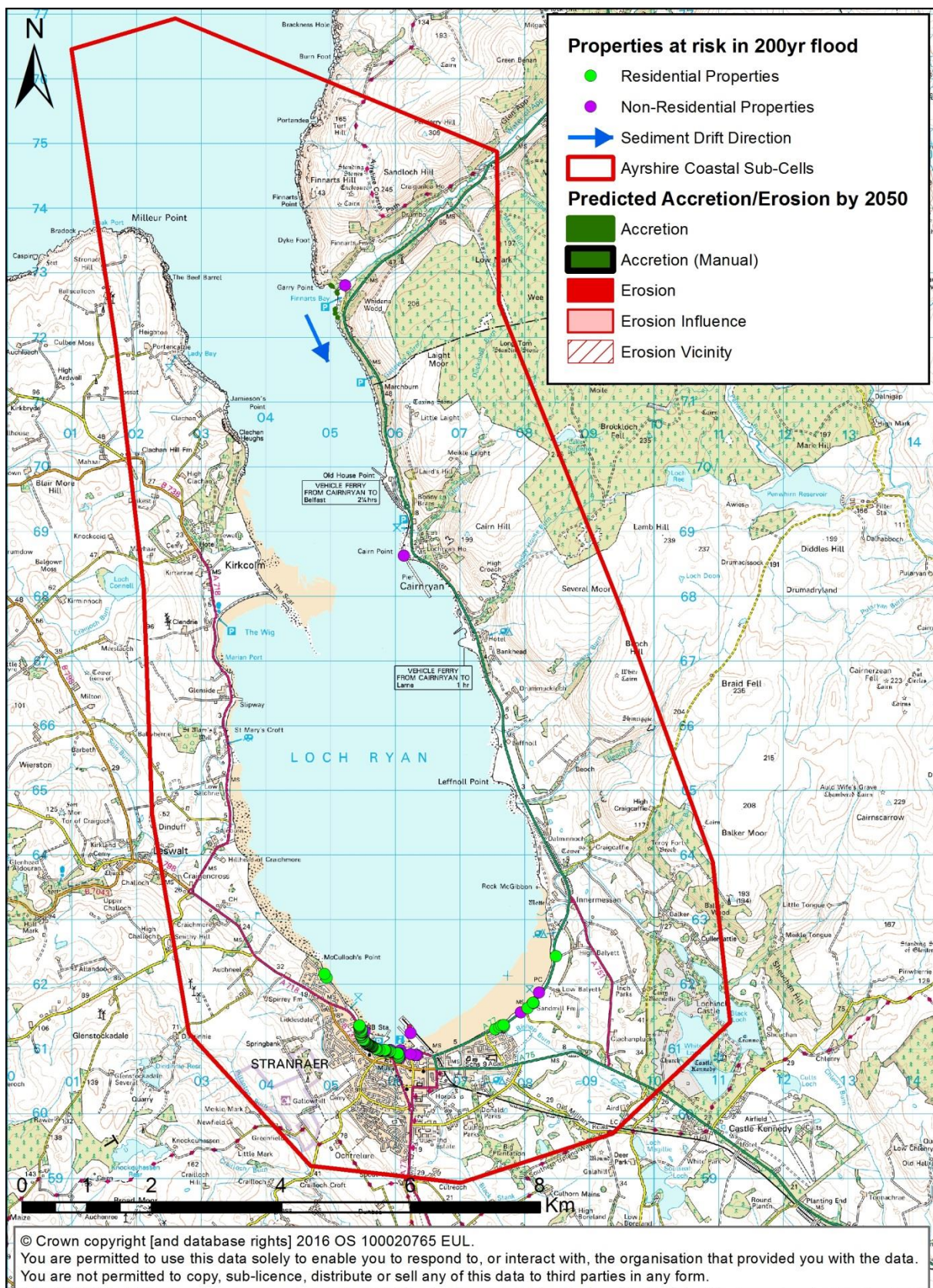
Sub-cell 6d1 has been divided into two policy units:

- 6d1.1 Bennane Head to Ballantrae
- 6d1.2 South Ballantrae to Currarie Port

Policy unit 6d1.1 contains two assets at risk of coastal flooding, the A77 and one non-residential property. The A77 is managed by Transport Scotland.

Policy unit 6d1.2 contains no assets at risk.

### 3.11 SUB-CELL 6D2: CURRARIE PORT – MILLEUR POINT



**Figure 3.12 Sub-cell 6d2**

Sub-cell 6d2 extends from Currarie Port to Milleur Point and is approximately 42km in length, of which approximately 7.5km is located within the South Ayrshire Council area. The remaining shoreline within sub-cell 6d2 is located within the Dumfries and Galloway Council area.

This sub-cell includes the entire coastline of Loch Ryan, from Milleur Point to Finnarts Point. The coastline defining the entrance of Loch Ryan is steep, with the shoreline dominated by a steep emerged rock cliff line. Embayment areas including Finnart and Lady's Bay represent the first sequence of sand and gravel beach deposits located along the Loch Ryan coastline. Both these embayments comprise sand and gravel deposits that back onto relict postglacial raised beaches; the more extensive of these are located on the eastern shoreline. The presence of coastal sand and gravel deposits increases towards the southern shoreline Loch Ryan, with the most extensive deposits located at Stranraer. Remnants of the former raised shoreline are located landwards of this beach. The continuation of this former shoreline is interrupted by the presence of the urbanisation.

The shoreline in sub-cell 6d2 lying within the South Ayrshire Council area is predominantly composed of hard material, with less than 15% of the South Ayrshire shoreline composed of soft material.

The shoreline at the entrance to Loch Ryan is steep and virtually sediment free, with a net southerly drift direction into Loch Ryan. Some soft sediment, predominantly gravel (cobble-sized) is present at Finnarts Bay at the mouth of Glen App.

The most extreme wave climate within sub-cell 6d2 is experienced at Portandea, where maximum significant wave heights of between 1.5-2.0m are likely during a Force 8 storm event.

## **Flood Risk**

The main flood risk areas within sub-cell 6d2 are located at Finnarts Bay, Cairnryan and Stranraer. Cairnryan and Stranraer are located within the Dumfries and Galloway Council area, and the risk in these areas is therefore not considered in the Ayrshire SMP. During a 1 in 200 year coastal flood event, 137 residential properties and 30 non-residential properties are at risk of flooding in sub-cell 6d2, however there are no residential and only 1 non-residential property at risk in the South Ayrshire Council area. When potential changes due to climate change are considered, 257 residential properties and 41 non-residential properties are estimated to be at risk in sub-cell 6d2, however again no residential properties and only 1 non-residential property at risk located in South Ayrshire. In addition, 5.84km of road is estimated to be at risk of flooding during a 1 in 200 year flood event, however none of this is located in South Ayrshire. This increases to 7.61km of road when potential changes

due to climate change are considered, and again none of the road at risk is located within South Ayrshire.

### **Erosion Risk**

No significant erosion loss was identified for sub-cell 6d2.

### **Shoreline Management Assets**

No formal defences were identified along the shoreline within the section of sub-cell 6d2 lying within the South Ayrshire Council boundary.

### **Policy Units**

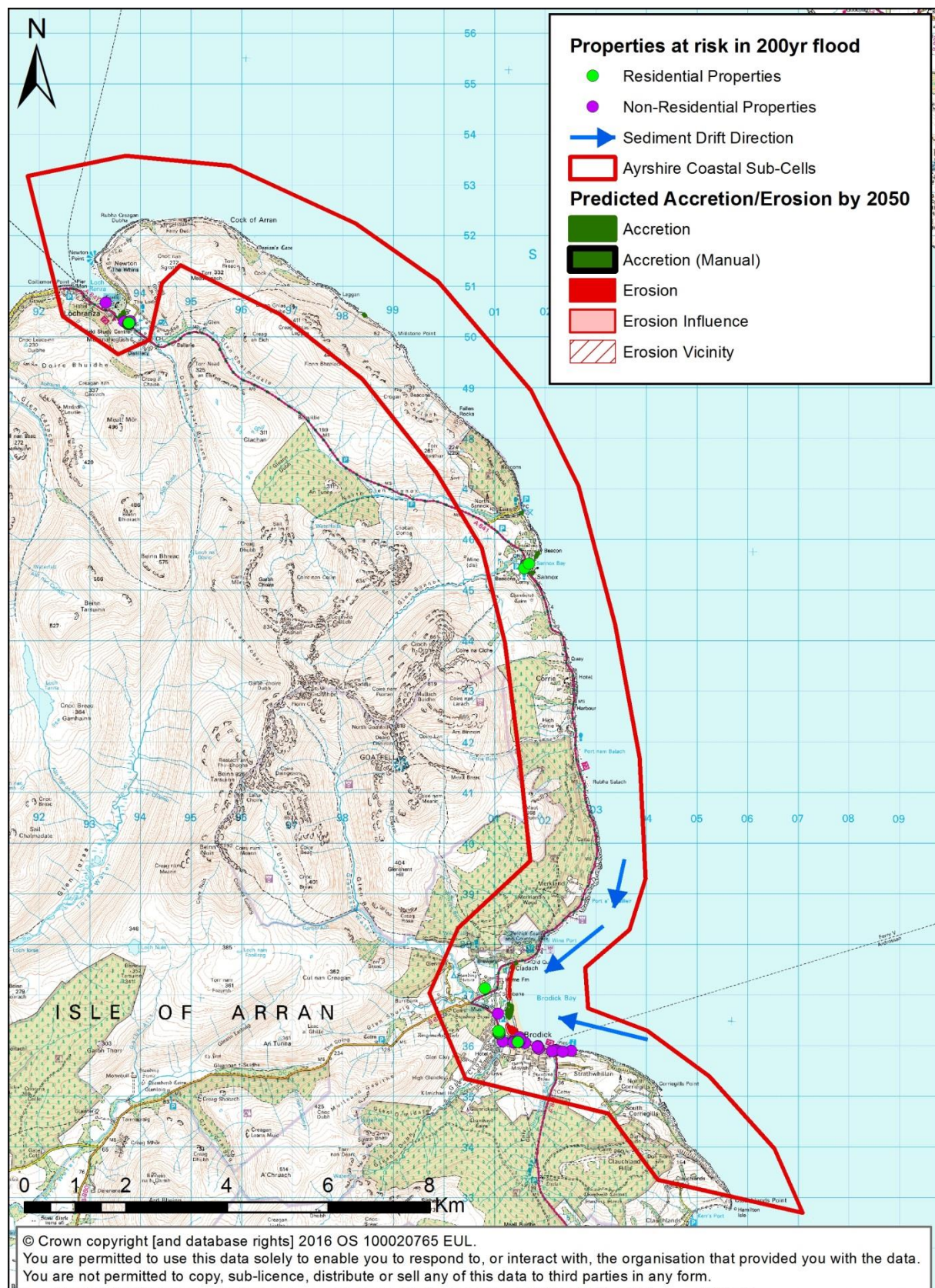
Sub-cell 6d2 contains a single policy unit:

- 6d2.1 Currarie Port to Galloway Burn

This policy unit contains a single abandoned non-residential property at risk of coastal flooding.



### 3.12 SUB-CELL A1: LOCHRANZA – CLAUCHLANDS POINT



**Figure 3.13 Sub-cell A1**

Sub-cell A1 encompasses the north eastern section of the Isle of Arran and extends from Lochranza to Clauchlands Point and includes the communities of Lochranza, Sannox, Corrie and Brodick. The shoreline of sub-cell A1 is approximately 41km in length, and lies entirely within the North Ayrshire Council area.

This shoreline of sub-cell A1 is predominantly composed of hard and artificial material, with less than 25% of the shoreline being composed of soft material.

The shoreline of sub-cell A1 is dominated by a narrow shingle and boulder dominated fringe, with rock outcrops and rock platform. This rugged shoreline is backed with a relatively steep backshore showing late-glacial raised beach incisions. The northern extent of A1 is marked by the presence of Loch Ranza, a small sheltered sea lough. This almost continuous narrow rugged coastal fringe is interrupted by the presence of Sannox Bay and the larger Brodick Bay located on the east of the Island, which is dominated by the presence of a sandy beach backed by machair-like surface.

Most of the shoreline within sub-cell A1 is virtually free of mobile sediments. Brodick Bay and Loch Ranza are the principal sediment sinks within this sub-cell.

Sub-cell A1 is relatively sheltered from wave attack, with the maximum significant wave height approaching the shore typically less than 1.0m even during significant storm events.

### **Flood Risk**

The main flood risk areas within sub-cell A1 are located at Lochranza, Sannox and Brodick. During a 1 in 200 year coastal flood event 17 residential and 22 non-residential properties are at risk of flooding. When potential changes due to climate change are considered this increases to 48 residential and 30 non-residential properties at risk. In addition, approximately 1.92km of road and 0.096km<sup>2</sup> of SSSI are at risk of flooding during a 1 in 200 year coastal flood event, increasing to approximately 4.01km of road and 0.111km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of erosion in sub-cell A1 is located at Brodick where it is estimated that by 2050, 3 non-residential properties will be at risk from coastal erosion. By 2100 one residential and 5 non-residential properties will be at high risk from erosion.

### **Shoreline Management Assets**

West of Lochranza Ferry Pier the shoreline is protected by a small section of gabion baskets and a rock armour revetment. The pier at the ferry terminal comprises a solid structure with tarmac surfacing bounded with masonry walls at the landward end. At the seaward end the concrete deck is supported on steel sheet piling.



East of Lochranza Ferry Pier, coastal defences include a concrete wall, a gabion seawall, a concrete foreshore slipway and small concrete walls adjacent to the root of the pier.

Further east there is a floating foreshore jetty extending from a concrete pier and a concrete foreshore access slipway with a small section of masonry wall in between.

A series of concrete and masonry walls provide coastal protection along the edge of the A841 as far as the sloping masonry revetment extending to Lochranza Castle.

A further series of masonry and concrete walls are situated south east of the revetment extending to Lochranza Castle.

On the north side of Lochranza the coastal defences include a combination of rock armour revetments, concrete and masonry walls and gabions.

At Sannox Bay, coastal protection is provided by a series of masonry and concrete walls with a concrete decked pier protected by a rock armour revetment also present.

At Corrie there are an intermittent series of masonry, concrete and gabion basket walls providing coastal protection, some of which are property walls. A rock armour revetment with gabions on top is also present at the existing pier/harbour.

South of Corrie a concrete revetment provides coastal protection at a layby on the A841.

A series of shallow concrete walls are located along the A841 North of Merkland. At Merkland car park a rock armour revetment provides protection.

The coastline adjacent to Brodick Castle is defended by a series of gabion, concrete and masonry walls. There is also an old masonry pier/ harbour along this section of coastline.

At the northern extent of Brodick Golf Course a rock armour revetment provides coastal protection. South of the outlet of the Glenrosa Water there is another rock armour revetment leading into coastal protection formed of sand bags and timber post fencing.

The coastline along the Brodick Frontage is protected by a combination of masonry and concrete walls along with concrete and rock armour revetments. Some of the revetments have gabions to provide additional stabilisation. The Ferry terminal comprises a pier structure and a breakwater to the east protected by a rock armour revetment.

## **Policy Units**

Sub-cell A1 has been divided into five policy units:

- A1.1 Lochranza
- A1.2 Lochranza to Sannox
- A1.3 Sannox to Brodick

- A1.4 Brodick
- A1.5 Brodick to Clauchlands Point

Policy unit A1.1 contains multiple properties and roads at risk of coastal flooding.

Policy unit A1.2 contains no assets at risk.

Policy unit A1.3 contains two residential properties at risk of coastal flooding and the A841 road at risk of coastal flooding and coastal erosion.

Policy unit A1.4 contains significant coastal flood and erosion risk to properties and roads. A landfill site is also at risk due to coastal erosion.

Policy unit A1.5 contains no assets at risk.

### 3.13 SUB-CELL A2: CLAUCHLANDS POINT – KINGSCROSS POINT

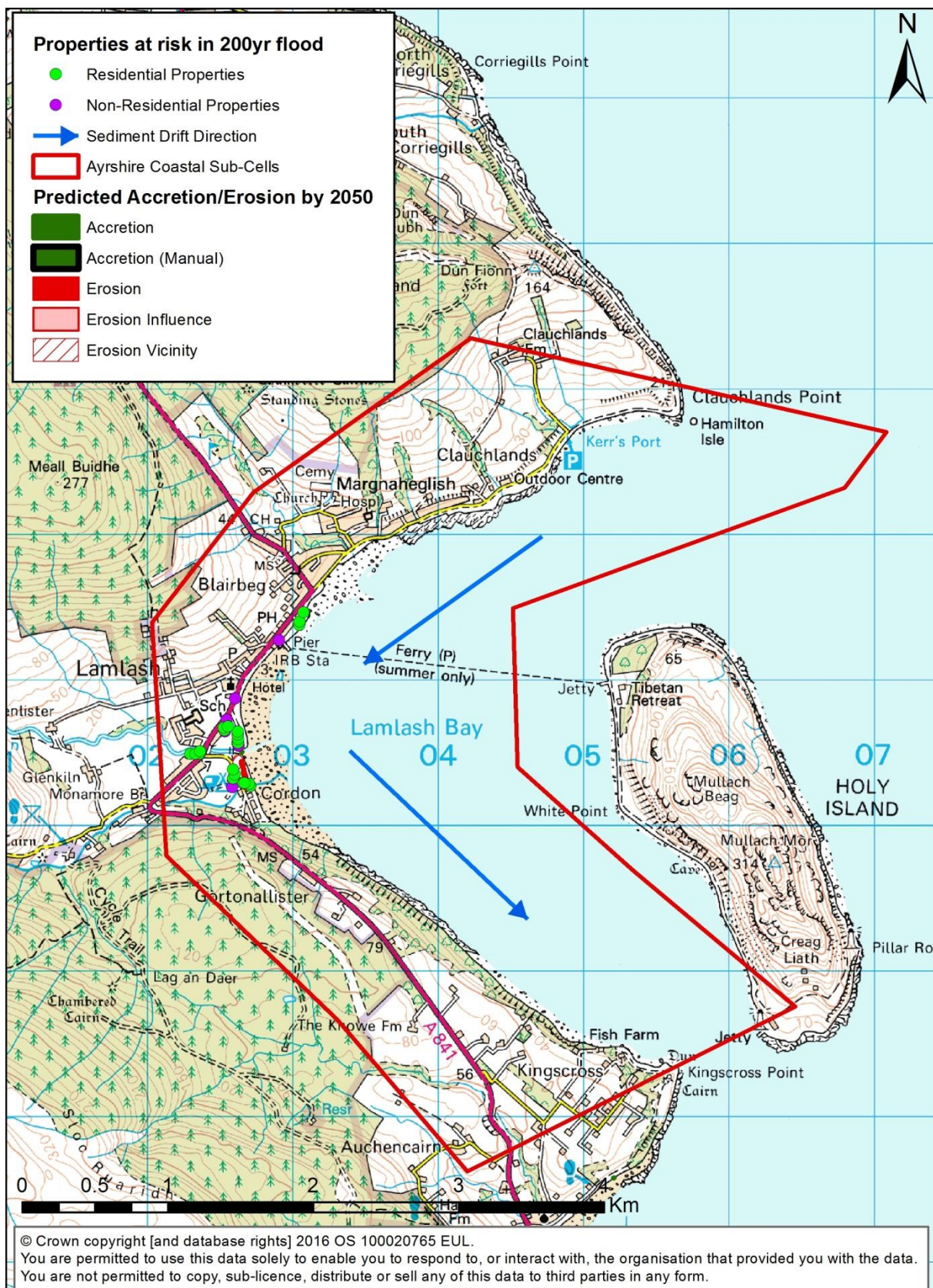


Figure 3.14 Sub-cell A2

Sub-cell A2 extends from Clauchlands Point to Kingscross Point and includes the community of Lamlash. This section of shoreline is approximately 9km in length (excluding Holy Isle) and is located entirely within the North Ayrshire Council area.

The shoreline of sub-cell A2 is mainly comprised of hard material, with less than 15% of the shoreline identified as soft material.

Lamlash Bay is the largest coastal embayment on the Island of Arran and is relatively sheltered by the presence of Holy Island. Starting in the north of this sub-cell, the shoreline at Clauchlands Point is dominated by rock outcrops and the presence of boulders, with the largest boulders (1m+) presence at Kerrs Point. To the south of this location, towards the village of Lamlash the shoreline is dominated by a shallow sand and gravel beach. Landwards of this beach, extensive valley systems produce a relatively lowland area that extends inland for approximately 2km. Raised beach morphology located at the head of this valley is indicative of higher late & post-glacial relative sea-levels. To the south of this location towards Kingscross Point (marking the southerly extent of sub-cell A2), this relict beach morphology contrasts with the narrow incised raised beach morphology, defining the coastal margin of Lamlash Bay.

Lamlash Bay acts as a sediment sink, with little sediment movement beyond the headlands north and south of the bay.

The shoreline within Lamlash Bay is relatively sheltered from wave action, with the maximum significant wave height during Force 8 storms estimated to be less than 1.0m.

### **Flood Risk**

The main area of flood risk within sub-cell A2 is located at Lamlash. During a 1 in 200 year coastal flood event 21 residential and 7 non-residential properties are estimated to be at risk of flooding. When changes due to climate change are considered, the flood risk increases to 38 residential and 14 non-residential properties. In addition, approximately 1.01km of road and 0.012km<sup>2</sup> of SSSI are estimated to be at risk of flooding during a present day 1 in 200 year coastal flood event. This increases to 1.80km of road and 0.014km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of erosion risk within sub-cell A2 is also located at Lamlash. By 2050 it is estimated that 4 residential properties and 0.13km of road will be at risk from erosion. By 2100 it is estimated that this will increase to 6 residential properties and 0.21km of road being at risk from erosion.

## Shoreline Management Assets

East of Arran Outdoor Centre, shoreline protection is provided to a carpark by a rock armour revetment. West of this revetment, there are a series of masonry, concrete and gabion basket walls alongside the public road. At Arran Outdoor Centre, there is a short section of rock armour revetment and a 5m wide concrete slipway extending into the sea.

Coastal protection to the public road in the north of Lamlash Bay is provided by a series of gabion basket, masonry and concrete walls, along with rock revetments. Some rock revetments have gabions at ground level for extra stabilisation.

At Lamlash Yacht Club, coastal defence is provided by a two layer gabion basket wall, a rock armour revetment, a section of gabion baskets installed to stabilise the ground at the southern end of the revetment, a masonry pier with concrete roundhead, two foreshore access slipways and a rock armour revetment with a concrete upstand wall.

South of Lamlash Yacht Club there is an old concrete jetty, two sets of beach access stairs surrounded by rock armour, a series of gabion basket walls and a number of rock armour revetments. Some of the gabion baskets have concrete infill. The south bank of the Monamore Burn is protected by a gabion basket wall.

## Policy Units

Sub-cell A2 has been divided into three policy units:

- A2.1 Clauchlands Point to Lamlash
- A2.2 Lamlash
- A2.3 Lamlash to Kingscross Point

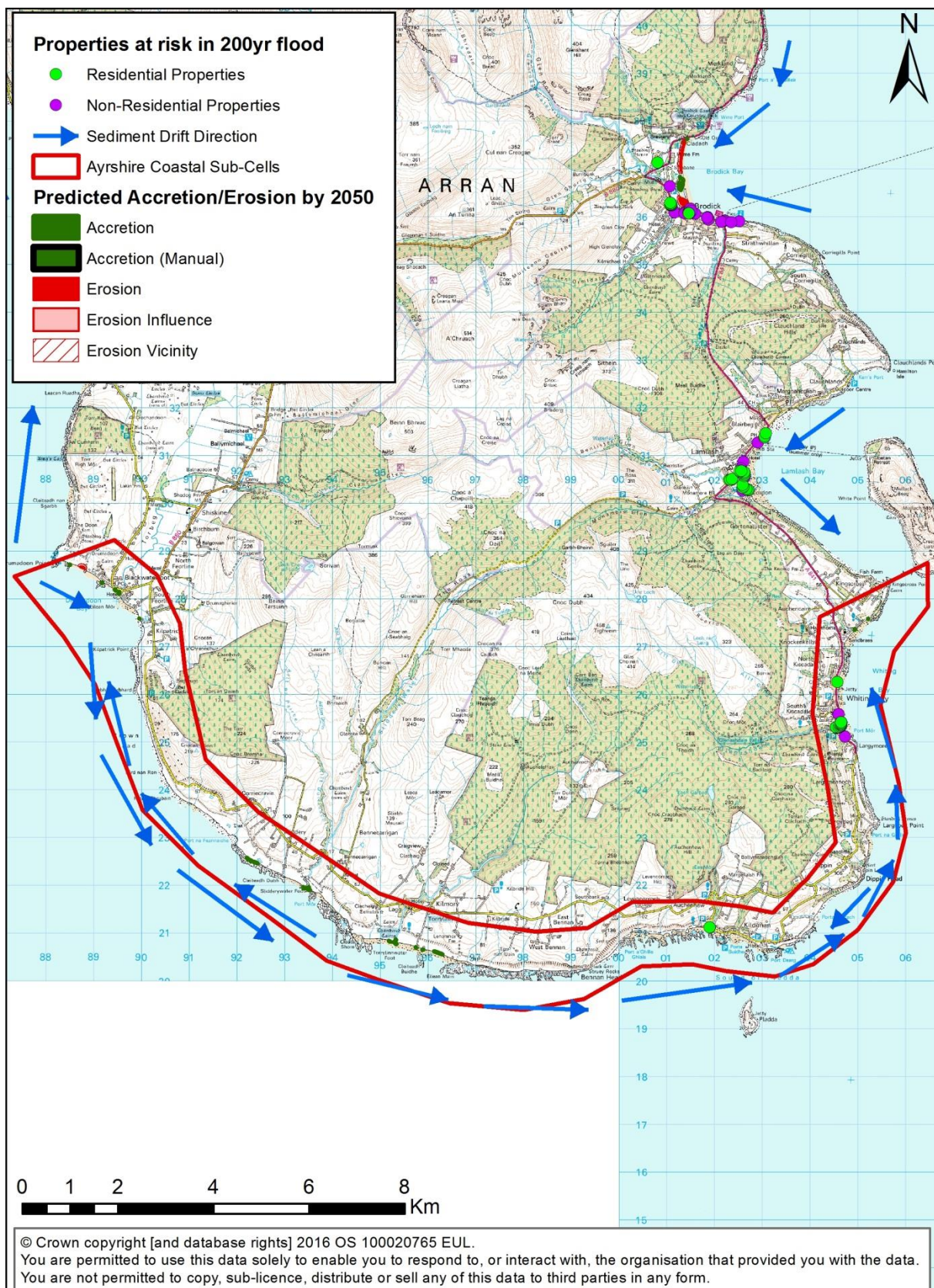
Policy unit A2.1 contains a single asset at risk of coastal flooding, a minor road close to the Outdoor Centre.

Policy unit A2.2 contains significant coastal flood and erosion risk to properties and roads. Scottish Water assets run along the beach and are also at risk due to coastal erosion.

Policy unit A2.3 contains no assets at risk.



### 3.14 SUB-CELL A3: KINGSCROSS POINT – DRUMADOON POINT



**Figure 3.15 Sub-cell A3**

Sub-cell A3 extends from Kingscross Point to Drumadoon Point and includes the communities of Whiting Bay, Kildonan and Blackwaterfoot. This section of the Ayrshire shoreline is approximately 33.5km in length and is located entirely within the North Ayrshire Council area.

The shoreline within sub-cell A3 is predominantly composed of hard material, with only approximately 25% identified as soft material.

This sub-cell extends from Kingscross Point to Drumadoon Point and encompasses the southern coast of Arran. Whiting Bay located towards the north of this sub-cell contains a beach characterised by a mix of sands and gravels, which is accommodated within a narrow and slightly curved bay area. The landward extent of this beach is restricted by the presence of a relict beach terrace, upon which the modern road (A841) runs from this point to Largeymore. From Largeymore to Kilpatrick Point, the shoreline consists of a narrow gravel and boulder dominated fringe deposited on a rock platform. From beyond this point, the presence of marine sand increases towards Drumadoon Point. An area of dune morphology is located at Blackwaterfoot and Lenamhor Farm. This area is bounded by a low-marine terrace, backed with steep cliffs. A series of Tertiary Dykes outcrop along the intertidal zone, particularly at the southern extent of the island.

Mobile sediment is present along most of the shoreline within sub-cell A3. There are two main sediment sinks at either end of the sub-cell, Whiting Bay and Drumadoon Bay.

The maximum significant wave heights along this section of shoreline during a typical Force 8 storm are predicted to be less than 1.0m.

### **Flood Risk**

The main area of flood risk within sub-cell A3 is located at Whiting Bay. During a 1 in 200 year coastal flood event, 19 residential and 4 non-residential properties are considered at risk of flooding. When potential changes due to climate change are taken into account this increases to 34 residential and 7 non-residential properties being at risk. In addition, approximately 1.27km of road and 0.221km<sup>2</sup> of SSSI are at risk during a present day 1 in 200 year coastal flood event. This increases to approximately 1.74km of road and 0.254km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of erosion risk within sub-cell A3 is located at Blackwaterfoot, however no receptors were found to be at risk by 2100.



## Shoreline Management Assets

Coastal defences along the A841 to the north of Whiting Bay Primary School include a series of gabion basket, concrete and masonry walls along with a concrete slipway and rock revetment.

South of Whiting Bay Primary School, coastal defences include a series of breeze block, masonry, concrete and gabion basket walls. Continuing southwards the coastline is defended by a rock armour revetment with a thin layer of concrete at ground level and a series of masonry, concrete and gabion basket seawalls. Some of the gabion basket walls have concrete toes.

At Largymore the coastline is defended by a concrete seawall tying into a small section of gabion basket wall. A single layer rock groyne is located at the southern extent of the gabion wall.

At Kildonan, the coastal defences include a series of concrete, masonry and gabion basket seawalls.

At Blackwaterfoot, the coastal defences consist of a combination of masonry and concrete walls as well as gabion baskets with rock armour protection adjacent to the Kinloch Hotel. On the southern bank of the outlet of the river Black Water, there are a series of masonry sea and harbour walls. On the northern bank there is a concrete/masonry wall with steel balustrade.

West of this concrete/masonry wall, there are a combination of rock armour revetments with gabion baskets on top and a masonry wall with rock armour revetment up to Shiskine Golf Course. At Shiskine Golf Course, there is a 6 layer gabion basket wall.

## Policy Units

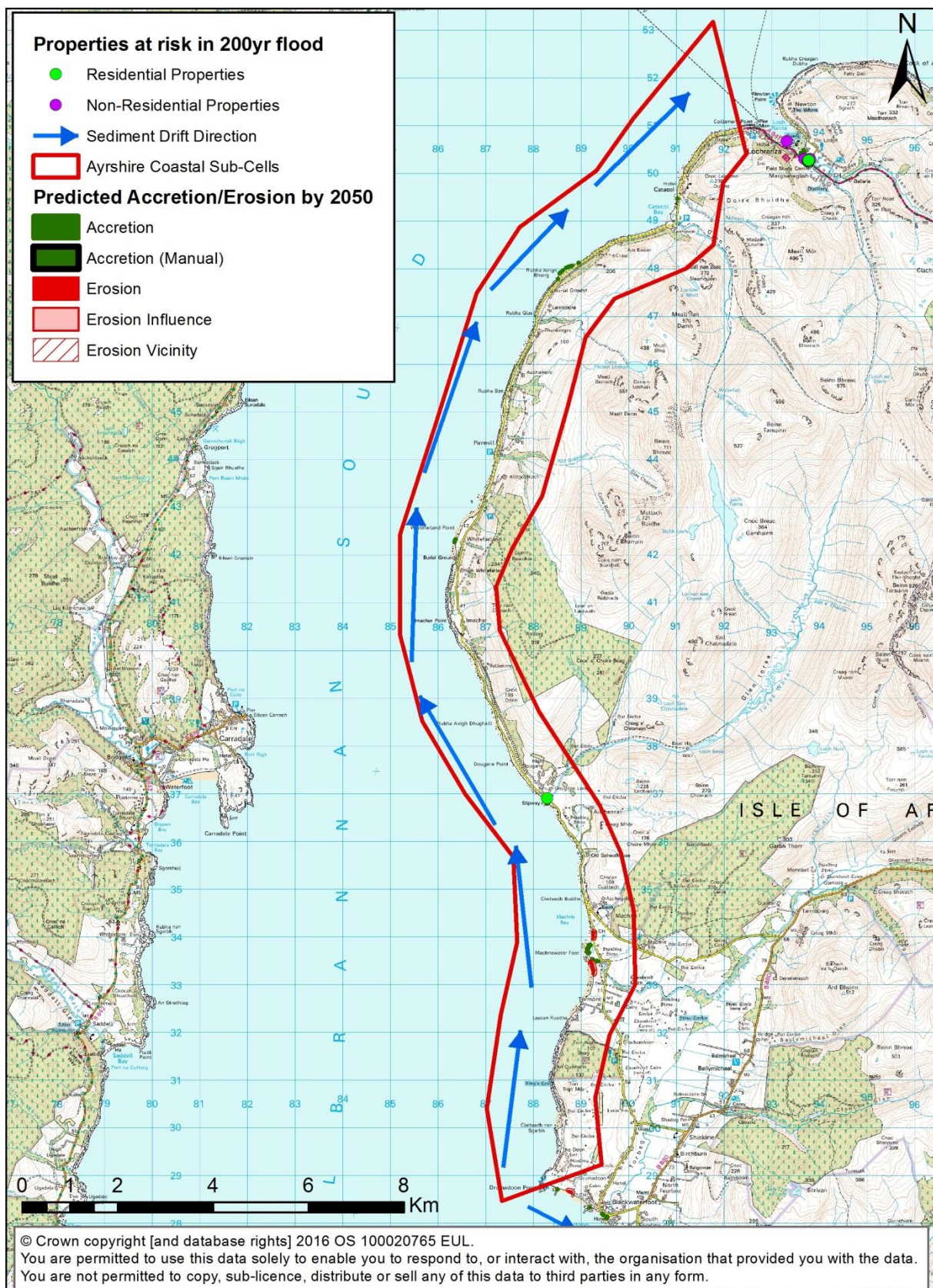
Sub-cell A3 has been divided into two policy units:

- A3.1 Whiting Bay
- A3.2 Largymore to Drumadoon Point

Policy unit A3.1 contains a significant number of properties and roads at risk due to coastal flooding.

Policy unit A3.2 contains a single residential property at risk due to coastal flooding and localised sections of road.

### 3.15 SUB-CELL A4: DRUMADOON POINT - LOCHRANZA



**Figure 3.16 Sub-cell A4**

Sub-cell extends A4 from Drumadoon Point to Lochranza and is approximately 30km in length. This sub-cell is located entirely within the North Ayrshire Council area.

The coastline of sub-cell A4 is mostly composed of hard material, with only approximately 25% of the shoreline classified as soft.

Mobile sediment is present along most of the shoreline of sub-cell A4, with a net northward drift direction.

This sub-cell covers the west coast of Arran, starting from Drumadoon Point north to Lochranza. The coastline is dominated by the presence of steep cliffs and post glacial raised beaches. This continuation of emergent landforms is interrupted by the presence of Machrie and Catacol Bays, where more extensive unconsolidated deposits are located. Machrie Bay, the larger of the two areas, is backed by a considerable lowland area. A series of relict gravel beach ridges are located inland from the coastline up to the position of the present road. A sand and gravel spit feature is located at the mouth of the Machrie Burn. From Dougarie, moving in a northerly direction, the coastline becomes steeper and is defined by the presence of a cliff line, until Whitefarland and Pirmill, where small strips of sandy beach are located.

Wave exposure along this section of shoreline is relatively limited, with significant wave heights of less than 1.0m during force 8 storms.

### **Flood Risk**

The main area of flood risk within sub-cell A4 is located at Dougarie. During a 1 in 200 year coastal flood event 1 residential property is at risk of flooding. The flooding risk to property does not change when the potential effects of climate change are considered. Approximately 2.33km of road and 0.055km<sup>2</sup> of SSSI are at risk of flooding during a 1 in 200 year flood event. This increases to approximately 5.3km of road and 0.067km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

### **Erosion Risk**

The main area of erosion risk within sub-cell A4 is Machrie Bay. By 2050, it is estimated that 1 non-residential property and approximately 0.22km of road will be at risk from erosion. By 2100 no additional properties and approximately 0.24km of road will be at risk from erosion.

### **Shoreline Management Assets**

North of the outlet of the Machrie Water there is a rock armour revetment.

Further north as far as the outlet of the Iorsa Water at Dougarie, a series of concrete, masonry and gabion basket walls and a section of rock armour revetment provide protection to the A841.

North of the outlet of the Iorsa Water as far as Imachar the A841 is protected by a series of short concrete, masonry and gabion basket walls and a section of rock armour revetment.

South of Pirnmill, protection to the A841 and the Arran coastline is provided by two sections of short concrete, masonry and gabion basket walls, along with a section of rock armour revetment with gabions above.

Between Pirnmill and Thundergay the A841 is protected by a further series of short concrete, masonry and gabion basket walls. There is also a single layer rock armour revetment at Thundergay.

North of Thundergay, coastal protection continues in the form of a series of concrete, masonry and gabion basket walls and a small section of rock armour revetment.

At Craw, coastal defences include sections of rock armour protection along the toe and face of the A841 embankment which shows evidence of erosion.

At Catacol the coastal defences include a gabion basket wall, rock armour revetment and masonry wall.

West of Lochranza the coastal defences include a small section of gabion baskets and a series of concrete/masonry walls.

## **Policy Units**

Sub-cell A4 has been divided into two policy units:

- A4.1 Drumadoon Point to Tormore
- A4.2 Machrie Bay to Lochranza

Policy unit A4.1 contains no assets at risk.

Policy unit A4.2 contains properties and roads at risk due to both coastal flooding and coastal erosion.



[illegible]

**Figure 3.17 Sub-cell Great Cumbrae**



The Great Cumbrae sub-cell includes the entire coastline of the island of Great Cumbrae. The shoreline of this island is approximately 21km in length and lies entirely within the North Ayrshire Council area.

The shoreline of Great Cumbrae is almost entirely composed of hard material, with one small section of soft shoreline at Kames Bay, accounting for approximately 1% of the overall shoreline length.

The coastline of Great Cumbrae is bounded by a near continuous presence of raised beaches that are backed by an incised cliff line. There are small strips of sand and gravel beach deposits located around the island, with the most extensive located at Kames Bay, Millport. On the west coast of Great Cumbrae, narrow marginal beaches including Sherriff's Port, Bell Bay and Fintray are present. White Bay is another small beach, located on the north of the island.

The majority of the shoreline around Great Cumbrae is relatively free of mobile sediments, although Kames Bay is a sediment sink.

The largest waves around the shoreline of Great Cumbrae occur at Millport, with a maximum significant wave height between 1.0-1.5m expected during a typical storm.

### **Flood Risk**

The main area of flood risk within the Great Cumbrae sub-cell is located at Millport. During a 1 in 200 year coastal flood event, 4 residential and 5 non-residential properties are at risk of direct tidal flooding. When potential changes due to climate change are considered these numbers increase to 75 residential and 10 non-residential properties. In addition, approximately 4.56km of road and 0.048km<sup>2</sup> of SSSI are at risk during a 1 in 200 year coastal flood event. This increases to 6.04km of road and 0.050km<sup>2</sup> of SSSI when potential changes due to climate change are considered.

There is a known flood risk due to wave overtopping at Millport. A Coastal Flood Risk Assessment for this area to analyse the risk due to wave overtopping was undertaken by Royal HaskoningDHV in 2015. This study indicated that 700+ properties were considered to be at risk of flooding resulting from wave over-topping.

### **Erosion Risk**

No significant erosion risk was identified for the Great Cumbrae sub-cell.

### **Shoreline Management Assets**

There are numerous coastal defences along the shoreline of Great Cumbrae. Starting at the Cumbrae – Largs ferry terminal to the north-east of the island and moving clockwise around

the island, there is a length of concrete sloping revetment with a concrete/masonry toe. Further south at the Cumbrae national water sports centre, the coastal structures include a concrete slipway and a sloping concrete revetment at an adjacent layby. Downcraig Jetty is composed of a series of masonry walls founded on made ground and bedrock to form a pier structure.

South of Downcraig Jetty adjacent to Downcraig junction, coastal defence to the B896 is provided by a masonry stone retaining wall with a concrete balustrade.

Continuing southwards intermittent sections of the B896 are protected by lengths of concrete sloping revetment with a concrete/masonry toe.

At the Marine Station Pier there is a small section of concrete revetment leading onto a masonry retaining wall on either side of the pier.

On the western side of Farland Point, adjacent to Marine Parade, coastal defences include rock armour and sloping concrete revetments. This section of coastline also includes a rock pool bounded by masonry revetments while the remainder of the frontage to the north comprises masonry revetments and vertical masonry seawalls.

At Kames Bay there is a sloping concrete revetment in fair condition. East of Kames Bay, two sections of stone/cobble faced revetment are separated by an outcrop of bedrock. The revetments extend as far west as College Street. A section of concrete seawall is also located west of Kames Bay.

West of College Street vertical concrete and masonry seawalls provide coastal defence as far as Millport Harbour.

At Millport Harbour there are a series of masonry quay walls.

West of Millport Harbour, the coastal defences include masonry, brick and concrete property walls either founded on rock or constructed between rock outcrops, followed by a section of sloping concrete and masonry.

West of Millport Police Station, coastal defences include concrete and masonry walls and sloping revetments. Further west, there is an intertidal rock pool formed by masonry revetments.

West of Portachur Point, there are intermittent short lengths of concrete, or concrete faced blockwork, sloping revetments with a concrete/masonry toe founded on bedrock or beach material. In places there is a concrete wall on top of the revetment and to the north there is a short section of vertical masonry wall.

At Fintray Bay there is a masonry seawall and rock armour revetment adjacent to the public toilet block.

Further intermittent short lengths of concrete, or concrete faced blockwork and sloping revetments are present along the coastline north of Fintray Bay.

A short length of gabion basket protection is present at Stinking Bay.

Short lengths of concrete sloping revetments with a concrete/masonry toe founded on bedrock or beach material are present at Wine Bay.

Further east, at White Bay, the coastal defences include a short length of gabion baskets, short lengths of concrete sloping revetment and vertical concrete/masonry seawalls.

### **Policy Units**

The Great Cumbrae sub-cell contains a single policy unit, Great Cumbrae. This policy unit contains assets at risk of coastal flooding including properties and roads.

## **4 SHORELINE MANAGEMENT POLICIES AND MEASURES**

### **4.1 SHORELINE MANAGEMENT POLICIES**

Four high level Shoreline Management Policies are available to shoreline managers:

- Hold the existing defence line
- Advance the existing defence line
- Managed realignment
- No active intervention

### **4.2 SHORELINE MANAGEMENT MEASURES**

A wide range of shoreline management measures are available to achieve the desired policy for any particular section of the coastline. Examples of these measures and their potential implications are given below. This information is taken from 'Shoreline Management Guidelines', Mangor et al. (2017). It should be noted that this is not an exhaustive list and further shoreline management measures are available.

#### **4.2.1 Hard Protection**

There are a wide variety of hard protection measures used in a coastal environment.

- Seawalls – These are typically of concrete, masonry or gabion construction. They are typically sloped but can also be near-vertical. The face can be smooth, stepped or curved. Seawalls protect against both erosion and flooding.
- Revetments – A sloping structure with a facing of typically stone, concrete units or cobble. Revetments protect against erosion; however they do not normally protect against flooding.
- Embankments – A sloping sea defence structure of typically earthen/sand construction. These structures protect the coast from flooding; however they do not normally provide erosion protection.

Hard protection methods are often good for holding or advancing the existing defence line as they are able to prevent erosion and/or flooding at the location they are implemented. These methods are often high-cost with short life spans and high maintenance requirements. Careful consideration of the longshore effects these structures have on the shoreline is required as many hard defences have potential to exacerbate leeside erosion.

#### 4.2.2 Mixed Coastal/Shore Protection

Mixed coastal and shore protection measures combine hard structures with initial nourishment. This method employs hard structures to directly protect a section of coast but also makes use of the littoral processes in order to support and maintain the beach. By careful selection and design of the structures the requirement for external beach nourishment can be minimised. These methods are effective for protecting against erosion and can reduce wave over-topping; however they do not normally offer protection against flooding. As these methods alter the littoral processes, leeside erosion is a common side effect.

- Groyne – These are normally straight structures perpendicular to the shoreline. They block part of the littoral drift and trap sand on their upstream side.
- Detached breakwaters – These are straight shore-parallel structures which partly provide direct coastal protection as the shoreline in the lee of the structure is sheltered. Littoral transport in the lee of the structure is also reduced, trapping sand.
- Headlands – These are smooth structures which extend out on the shoreface from the coastline. They block part of the littoral transport and have similar effects on the shoreline as groynes and detached breakwaters; however some of the disadvantages of groynes and detached breakwaters are minimised, such as leeside erosion.
- Perched beaches – These are natural or nourished beaches at locations with a steep shoreface where a submerged structure supports the lower part of the beach.
- Cove – This is a semi-protected sandy bay. Two curved breakwaters which connect to the shore are used to form a cove.

#### 4.2.3 Soft Protection

Soft protection measures aim to protect, preserve or restore the natural beach and the dynamic coastal landscape, while protecting against coastline retreat as far as possible.

- Dune stabilisation – Dunes are a natural coastal feature formed by sand which blows inland from the beach and is deposited behind the coastline. Dunes act as a flexible buffer zone, moving backwards with an eroding coastline as long as there is space for this to occur. This process protects the hinterland from erosion and flooding. The ability of dunes to recover after a storm event can be affected if the dune vegetation is damaged. Planting marram grass and setting up spruce fascines, or similar, to trap sand can stabilise the dune thereby encouraging accretion and build up. This needs to be carried out in a sensitive manner, as over-use of this technique may completely stabilise the dune, interrupting the natural cycle of dune initiation and sediment redistribution.



- **Managed Realignment** – In areas where significant coastal defence works have been undertaken, relaxing the requirements for fixing the coastline position to allow Managed Realignment may be feasible. If housing or infrastructure facilities are very close to the coastline, this option will only be feasible if these can be abandoned or moved landward. Where Managed Realignment is implemented, the coast is given back to natural processes, thereby enhancing the environmental and recreational quality of the area. The rate of realignment can be managed by combining this measure with nourishment if required. If implemented successfully, Managed Realignment can be effective against both erosion and flooding.
- **Nourishment** – This is a very natural way of combating erosion, as sediment is added to artificially replace a deficit in the sediment budget. This measure does not remove the cause of erosion, so erosion will continue to occur along the nourished section. Continual maintenance is required as the nourished sand is gradually sacrificed. This measure generally does not prevent flooding, except in the case of dune nourishment which can offer additional flood protection.
- **Beach drain** – In this system a drain is installed running parallel to the beach in the wave up-rush zone. The drain lowers the groundwater table in this localised area. This decreases the strength of the down-rush of the wave and increases the strength of the beach sand, thereby reducing erosion. This measure does not protect against flooding.

## 5 POLICY STATEMENTS

### 5.1 INTRODUCTION

This section contains a series of statements and maps presenting the preferred policy and setting out any associated implications for each Policy Unit. These statements provide local detail and consider locally-specific issues and objectives.

Each Policy Statement contains the following:

- **Location reference:** This is the general name used for reference to each policy unit and a number identifier which is sequential along the shoreline from north to south and clockwise round the shoreline of the Isle of Arran.
- **Summary of the preferred Plan recommendations and justification:** A statement summarising the preferred Plan recommendation for a particular section of coastline and describing the rationale behind it. The focus of this is the definition of a long-term Plan, but any short-term requirements are also noted.
- **Preferred policies to implement the Plan:** These statements identify the plan policy and management measures anticipated for the short-term, medium-term and long-term. Any uncertainty in long-term policy/caveats that require resolution are detailed in the policy statement.
- **Predicted implications of the preferred Plan for this location:** This summarises the consequences at this location resulting from the preferred policy in the short, medium and long-term. These are categorised under the headings “Property & Land Use”, “Nature Conservation”, “Landscape”, “Historic Environment” and “Amenity & Recreational Use”.

### 5.1.1 Policy unit summary

A summary of the policy defined for each policy unit in the short, medium and long-term is given in Table 5.1 where:

- HTL – Hold the Line
- ATL – Advance the line
- NAI – No active intervention
- MR – Managed Realignment

**Table 5.1 Policy unit summary table**

Sub-cell	Policy unit	Short-term policy	Medium-term policy	Long-term policy
6b1	6b1.1 Skelmorlie to Largs	HTL	HTL	HTL
	6b1.2 Largs to Hunterston Ore Terminal	HTL	HTL	HTL
6b2	6b2.1 Hunterston	ATL	ATL	ATL
	6b2.2 Hunterston to Farland Head	HTL	HTL	HTL
6c1	6c1.1 Farland Head to Ardrossan	HTL	HTL	HTL
6c2	6c2.1 Ardrossan to Stevenston	HTL	HTL	HTL
	6c2.2 Stevenston to Irvine Bay	HTL	HTL	HTL
	6c2.3 Irvine Bay to Gailes Burn	HTL	HTL	HTL
	6c2.4 Gailes Burn to Troon	HTL	HTL	HTL
6c3	6c3.1 Troon to Ayr	HTL	HTL	HTL
6c4	6c4.1 Ayr to Grenan Castle	HTL	HTL	HTL
	6c4.2 Grenan Castle to Dunure	NAI	NAI	NAI
6c5	6c5.1 Dunure to Turnberry	NAI	NAI	NAI
6c6	6c6.1 Turnberry to North Girvan	NAI	NAI	NAI
	6c6.2 Girvan	HTL	HTL	HTL
	6c6.3 South Girvan to Bennane Head	HTL	HTL/ MR	HTL/ MR
6d1	6d1.1 Bennane Head to Ballantrae	HTL	HTL/ MR	HTL/ MR

Sub-cell	Policy unit		Short-term policy	Medium-term policy	Long-term policy
	6d1.2	South Ballantrae to Currarie Port	NAI	NAI	NAI
6d2	6d2.1	Currarie Port to Galloway Burn	NAI	NAI	NAI
A1	A1.1	Lochranza	HTL	HTL	HTL
	A1.2	Lochranza to Sannox	NAI	NAI	NAI
	A1.3	Sannox to Brodick	HTL	HTL/ MR	HTL/ MR
	A1.4	Brodick	HTL	HTL	HTL
	A1.5	Brodick to Clauchlands Point	NAI	NAI	NAI
A2	A2.1	Clauchlands Point to Lamlash	NAI	NAI	NAI
	A2.2	Lamlash	HTL	HTL	HTL
	A2.3	Lamlash to Kingscross Point	NAI	NAI	NAI
A3	A3.1	Whiting Bay	HTL	HTL	HTL
	A3.2	Largymore to Drumadoon Point	NAI	NAI	NAI
A4	A4.1	Drumadoon Point to Tormore	NAI	NAI	NAI
	A4.2	Machrie Bay to Lochranza	HTL	HTL/ MR	HTL/ MR
Great Cumbrae	Great Cumbrae	Great Cumbrae	HTL	HTL/ MR	HTL/ MR

## 5.2 POLICY STATEMENTS

### 5.2.1 Sub-cell 6b1: Cloch Point - Hunterston Ore Terminal

Sub-cell 6b1 includes policy units 6b1.1 and 6b1.2.

#### 5.2.1.1 Policy unit 6b1.1: Skelmorlie to Largs

Sub-cell: 6b1

Location reference: Skelmorlie to Largs

Policy Unit reference: 6b1.1



**Figure 5.1 Policy Unit 6b1.1**



<b>Sub-cell:</b> 6b1	
<b>Location reference:</b> Skelmorlie to Largs	
<b>Policy Unit reference:</b> 6b1.1	
<b>Summary of the preferred Plan recommendations and justification</b>	<p>This Policy Unit extends from the administrative boundary between North Ayrshire and Inverclyde Councils at Skelmorlie south to the town of Largs. This section of shoreline is heavily defended by seawalls, revetments, rock armour and groynes. The A78 road is an important asset within this policy unit which runs along the coast. This road was found to be at risk of flooding and may also be at risk of erosion if the current defences are not maintained.</p> <p>The long-term plan for this Policy Unit is to hold the existing line in order to provide protection for the road. Implementation of the plan will therefore require maintenance of the current defences and potential extension and improvement of the defences in the medium to long-term. This will therefore have minimal impact on the sediment regime within sub-cell 6b1.</p>
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - The policy for this area is to permit development necessary to hold the existing defence line by maintaining and if necessary extending the existing defence assets.
<b>Medium-term</b>	<b>Hold the Line</b> - Continual maintenance of defence assets will be necessary and further upgrades to the coastal defences may be required in the medium term.
<b>Long-term</b>	<b>Hold the Line</b> - Maintenance, upgrades to and replacement of the existing defence assets will be required in order to protect the assets located behind the defence line.

<b>Sub-cell:</b> 6b1 <b>Location reference:</b> Skelmorlie to Largs <b>Policy Unit reference:</b> 6b1.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and Southannan Sands SSSI from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact. No heritage features directly impacted within this policy unit.	Potential for temporary slight negative impacts during the construction phase due to disturbance to the A78 road.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk within this policy unit.	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and Southannan Sands SSSI from construction or rehabilitation of hard defences.	No significant impact on the overall landscape and seascape anticipated.	No significant impact. No heritage features directly impacted within this policy unit.	Positive impact to the A78 road as this infrastructure benefits from flood and erosion protection.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk within this policy	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and	No significant impact on the overall landscape and	No significant impact. No heritage features directly impacted	Positive impact to the A78 road as this infrastructure benefits from flood and

	unit.	Southannan Sands SSSI from construction or rehabilitation of hard defences. Potential for slight positive impacts through creation of habitat for local flora and fauna should soft shoreline protection measures be used.	seascape anticipated.	within this policy unit.	erosion protection.
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### 5.2.1.2 Policy unit 6b1.2: Largs to Hunterston Ore Terminal

Sub-cell: 6b1

Location reference: Largs to Hunterston Ore Terminal

Policy Unit reference: 6b1.2



**Figure 5.2 Policy Unit 6b1.2**

<b>Sub-cell:</b> 6b1	
<b>Location reference:</b> Largs to Hunterston Ore Terminal	
<b>Policy Unit reference:</b> 6b1.2	
<b>Summary of the preferred Plan recommendations and justification</b>	<p>This Policy Unit includes the towns of Largs and Fairlie. There is significant coastal flood risk within this policy unit, especially around the ferry terminal at Largs, the mouth of the Noddsdale Water and at Allanton Park Terrace. Feedback from Local Authorities also indicates that anecdotal evidence suggests a high level of flood risk due to wave overtopping within this policy unit, however this is at present unquantified as the SEPA coastal flood hazard modelling is based on still water levels and does not account for wave overtopping. A number of properties at Mackerston Place are also at risk due to coastal erosion.</p> <p>The long-term plan for this Policy Unit is to hold the existing line to protect properties and roads from coastal flooding and erosion. Significant coastal defences are already present along this section of shoreline so the long-term implementation of the Plan in this Policy Unit will likely consist of extending and improving the existing defences. This will therefore have minimal impact on the sediment regime within sub-cell 6b1.</p>
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - The policy for this area is to hold the existing defence line by maintaining and if necessary extending the existing defence assets.
<b>Medium-term</b>	<b>Hold the Line</b> - Continual maintenance of defence assets will be necessary and further upgrades to the coastal defences may be required in the medium term.
<b>Long-term</b>	<b>Hold the Line</b> - Maintenance, upgrades to and replacement of the existing defence assets will be required in order to protect the assets located behind the defence line.



<b>Sub-cell: 6b1</b>					
<b>Location reference: Largs to Hunterston Ore Terminal</b>					
<b>Policy Unit reference: 6b1.2</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and Southannan Sands SSSI from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors due to augmentation of the existing shoreline management measures.	Potential temporary negative impacts on the setting of several listed buildings during the construction phase.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road and rail infrastructure.
<b>Medium-term</b>	Positive impact as a significant number of properties will benefit from flood and erosion protection.	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and Southannan Sands SSSI from construction or rehabilitation of hard defences.	No significant impact on the overall landscape and seascape anticipated.	Potential for positive impacts to several listed buildings as they will benefit from flood and erosion protection.	Potential positive impact to several roads including the A78, in addition to Largs Ferry Terminal, Largs Yacht Haven and Fairlie Quay Marina as this infrastructure is likely to benefit from flood and erosion protection.

<b>Long-term</b>	Positive impact as a significant number of properties will benefit from flood and erosion protection.	Potential moderate negative impacts to the Inner Clyde SPA and Ramsar site and Southannan Sands SSSI from construction or rehabilitation of hard defences. Potential for slight positive impacts through creation of habitat for local flora and fauna should soft shoreline protection measures be used.	No significant impact on the overall landscape and seascape anticipated.	Potential for positive impacts to several listed buildings as they will benefit from flood and erosion protection.	Potential positive impact to several roads including the A78, in addition to Largs Ferry Terminal, Largs Yacht Haven and Fairlie Quay Marina as this infrastructure is likely to benefit from flood and erosion protection.
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### 5.2.1.3 Sub-cell 6b1: Opportunities for integrated shoreline management

Sub-cell:	6b1
Location reference:	Skelmorlie to Hunterston Ore Terminal
Policy Unit reference:	6b1.1 - 6b1.2
<b>Opportunities for integrated shoreline management</b>	<p>The policy identified for each policy unit within sub-cell 6b1 is <b>Hold the Line</b>. In each policy unit, this is likely to consist of maintaining and extending existing defences in the short-term, and constructing new defences in the medium to long-term as required. Transport Scotland will be primarily responsible for implementing this policy in policy unit 6b1.1, whereas North Ayrshire Council will be responsible for policy unit 6b1.2. Significant advantages are likely to be achieved by North Ayrshire Council and Transport Scotland adopting an integrated approach to implementing shoreline management policy within this sub-cell.</p> <p>It will be beneficial for feasibility studies to be carried out at sub-cell level to ensure a holistic view of this section of shoreline is obtained.</p> <p>Timing of the implementation of shoreline management within this sub-cell will be important in order to reduce potential cumulative environmental impacts associated with the construction phase of the works.</p>

## 5.2.2 Sub-cell 6b2: Hunterston Ore Terminal – Farland Head

Sub-cell 6b2 includes policy units 6b2.1 and 6b2.2.

### 5.2.2.1 Policy unit 6b2.1: Hunterston

Sub-cell: 6b2

Location reference: Hunterston

Policy Unit reference: 6b2.1



**Figure 5.3 Policy Unit 6b2.1**

<b>Sub-cell:</b> 6b2	
<b>Location reference:</b> Hunterston	
<b>Policy Unit reference:</b> 6b2.1	
<b>Summary of the preferred Plan recommendations and justification</b>	<p>This Policy Unit includes Hunterston and Southanan Sands. Hunterston is a Strategic Site under the National Planning Framework. The reclaimed construction yard pier at Hunterston extends into the coast at this location. A localised section of minor road is also at risk due to coastal erosion.</p> <p>The long-term plan for this Policy Unit is to allow the existing line to be advanced. This will require hard shoreline management to hold the existing line, and may require additional land reclamation measures if the existing line is to be advanced. Significant coastal defences are already present along this section of shoreline and land reclamation has previously been undertaken so the long-term implementation of the Plan in this Policy Unit will likely consist of extending and improving the existing defences. This will therefore have minimal impact on the sediment regime within sub-cell 6b2.</p>
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Advance the line</b> - The policy for this area is to hold the existing line and to allow the existing line to be advanced by maintaining and extending the existing defence assets.
<b>Medium-term</b>	<b>Advance the line</b> - Continual maintenance of defence assets will be necessary and further upgrades to the coastal defences may be required in the medium term.
<b>Long-term</b>	<b>Advance the line</b> - Maintenance, upgrades to and replacement of the existing defence assets will be required in order to protect the assets located behind the defence line.



<b>Sub-cell:</b> 6b2 <b>Location reference:</b> Hunterston <b>Policy Unit reference:</b> 6b2.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts to one NRP during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to the Southannan Sands SSSI and on local habitats from construction or rehabilitation of hard defences and reclamation of land.	Potential moderate negative impact due to advancing the line, however the industrial nature of this policy unit and small number of receptors should be noted.	No significant impact. Advancing the line will not affect any known heritage features.	Potential for slight negative impact to road infrastructure due to disturbance during construction phase.
<b>Medium-term</b>	Potential positive impact for one NRP benefiting from flood and erosion protection.	Potential moderate negative impacts to the Southannan Sands SSSI and on local habitats from construction or rehabilitation of hard defences and reclamation of land. Potential positive impacts due to habitat creation if soft shoreline protection measures are	Potential moderate negative impact due to advancing the line, however the industrial nature of this policy unit and small number of receptors should be noted.	No significant impact. Advancing the line will not affect any known heritage features.	Potential for positive impact to road infrastructure as this will benefit from erosion protection.

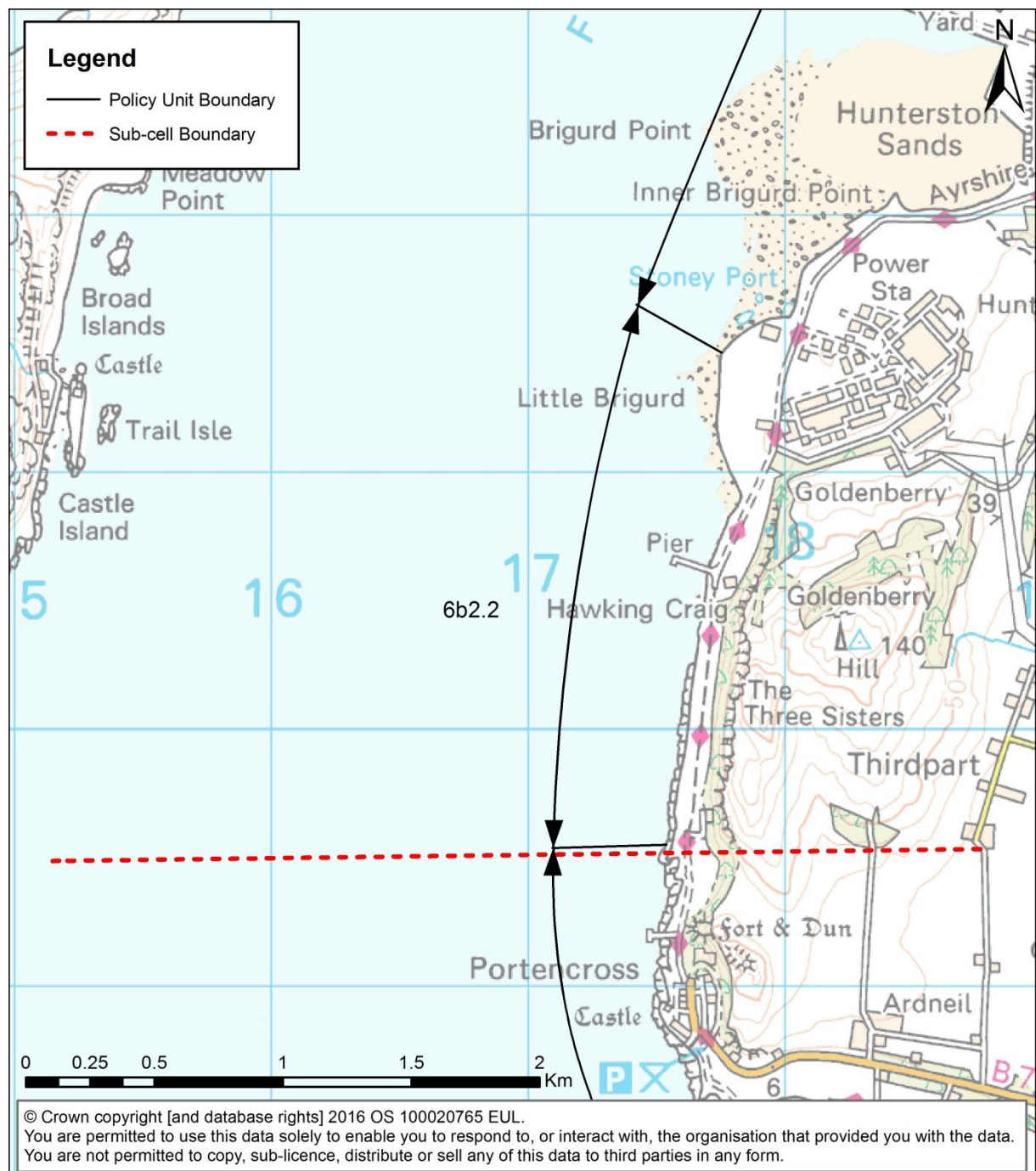
		incorporated.			
<b>Long-term</b>	Potential positive impact for one NRP benefiting from flood and erosion protection.	Potential moderate negative impacts to the Southannan Sands SSSI and on local habitats from construction or rehabilitation of hard defences and reclamation of land. Potential positive impacts due to habitat creation if soft shoreline protection measures are incorporated.	Potential moderate negative impact due to advancing the line, however the industrial nature of this policy unit and small number of receptors should be noted.	No significant impact. Advancing the line will not affect any known heritage features.	Potential for positive impact to road infrastructure as this will benefit from erosion protection.

### 5.2.2.2 Policy unit 6b2.2: Hunterston to Farland Head

Sub-cell: 6b2

Location reference: Hunterston to Farland Head

Policy Unit reference: 6b2.2



**Figure 5.4 Policy Unit 6b2.2**

<b>Sub-cell:</b>	<b>6b2</b>
<b>Location reference:</b>	<b>Hunterston to Farland Head</b>
<b>Policy Unit reference:</b>	<b>6b2.2</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. This section of coast is composed of natural rock at present and is unlikely to require intervention in the short term in order to hold the existing defence line. No assets were found to be at risk due to coastal flooding or erosion in this policy unit. Hard shoreline management may be required in the medium to long term. As there are currently no coastal defences along this section of coast, careful consideration of any impacts on the sediment regime should be undertaken if hard defences are required as part of the medium to long term management strategy.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - The natural rocky coastline should be sufficient to achieve this in the short term. Continual inspection of the coastline will be necessary.
<b>Medium-term</b>	<b>Hold the Line</b> - Continual inspection of the coastline will be necessary and it may be required to construct coastal defence assets.
<b>Long-term</b>	<b>Hold the Line</b> - Continual inspection of the coastline will be necessary and it may be required to construct and/or extend coastal defence assets.

<b>Sub-cell:</b> 6b2					
<b>Location reference:</b> Hunterston to Farland Head					
<b>Policy Unit reference:</b> 6b2.2					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties within the vicinity of the shoreline.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No disturbance or benefit to infrastructure anticipated.
<b>Medium-term</b>	No significant impact. No properties within the vicinity of the shoreline.	Potential moderate negative impacts to the Southannan Sands SSSI and on local habitats from construction of hard defences.	Potential moderate negative impact due to construction of coastal defences, however the industrial nature of this policy unit and small number of receptors should be noted.	No significant impact. Shoreline management measures will not affect any known heritage features.	No significant impact. No disturbance or benefit to infrastructure anticipated.
<b>Long-term</b>	No significant impact. No properties within the vicinity of the shoreline.	Potential moderate negative impacts to the Southannan Sands SSSI and on local habitats from construction of hard	Potential moderate negative impact due to construction of coastal defences, however the industrial nature of	No significant impact. Shoreline management measures will not affect any known	No significant impact. No disturbance or benefit to infrastructure anticipated.



		defences. Potential positive impacts due to habitat creation if soft shoreline protection measures are incorporated.	this policy unit and small number of receptors should be noted.	heritage features.	
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### 5.2.2.3 Sub-cell 6b2: Opportunities for integrated shoreline management

Sub-cell:	6b2
Location reference:	Hunterston Ore Terminal to Farland Head
Policy Unit reference:	6b2.1 - 6b2.2
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell 6b2, <b>advance the line</b> and <b>Hold the Line</b> . Sub-cell wide implications such as impacts to sediment transport should be considered when planning shoreline management actions. Feasibility studies should be carried out at sub-cell scale and implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.

### 5.2.3 Sub-cell 6c1: Farland Head – Ardrossan

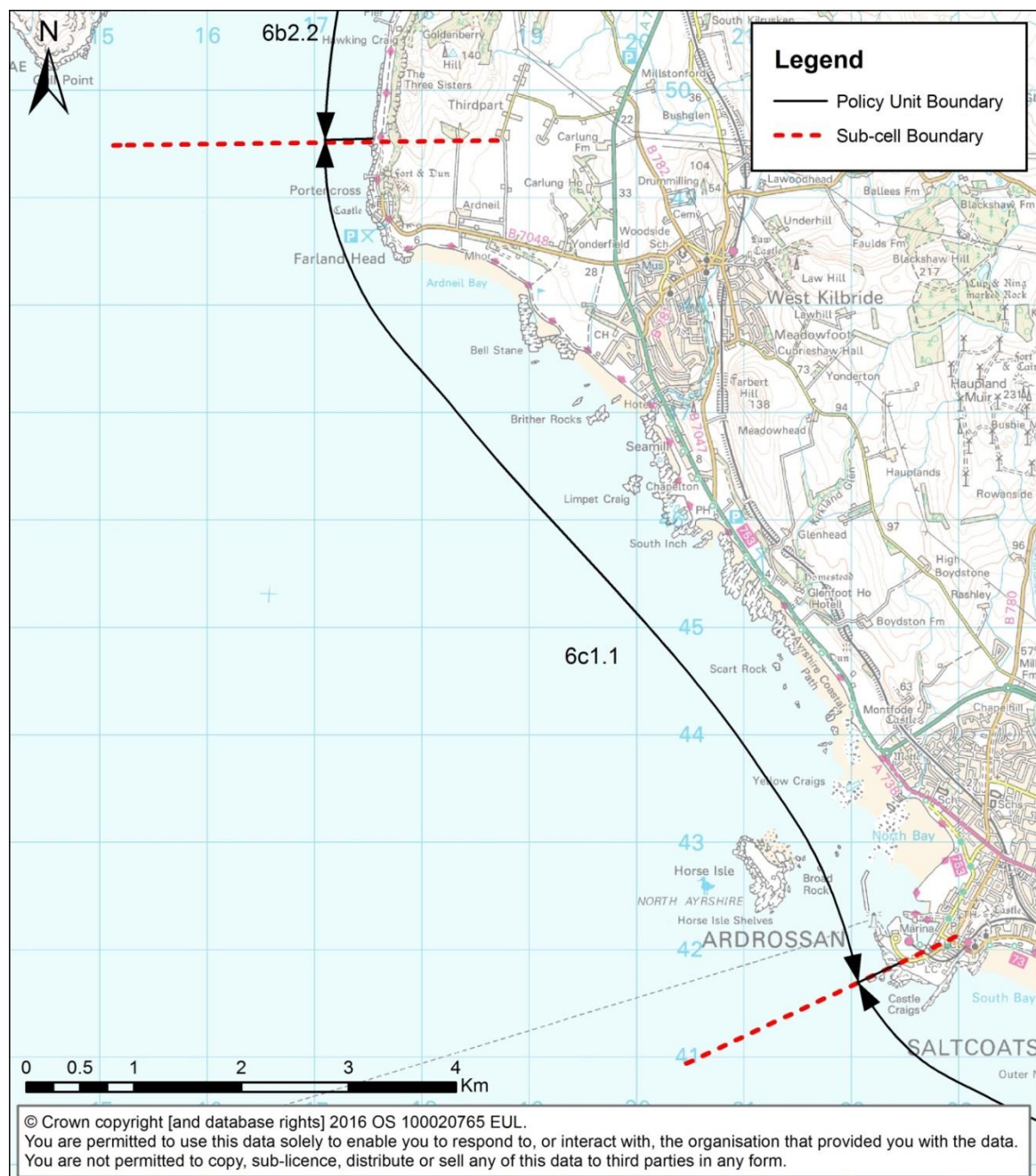
Sub-cell 6b1 contains a single policy unit 6c1.1.

#### 5.2.3.1 Policy unit 6c1.1: Farland Head to Ardrossan

Sub-cell: 6c1

Location reference: Farland Head to Ardrossan

Policy Unit reference: 6c1.1



**Figure 5.5 Policy Unit 6c1.1**

<b>Sub-cell:</b> 6c1	
<b>Location reference:</b> Farland Head to Ardrossan	
<b>Policy Unit reference:</b> 6c1.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. The SEPA coastal flood maps indicate a medium of high likelihood of flooding within this Policy Unit with a number of properties shown to be at risk of coastal flooding during a 1 in 200 year coastal flood event in the vicinity of Portencross Castle, along Eglinton Road and at Ardrossan Marina. West Kilbride Golf Club is located along the shore within this policy unit. Significant coastal defences are already present along this section of shoreline so the short-term implementation of the Plan in this Policy Unit will likely consist of maintaining the existing defences. This will therefore have minimal impact on the sediment regime within sub-cell 6c1. In the medium to long-term, additional shoreline defence measures may be required. This may consist of extending or improving the existing the existing hard defences.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences are already present in this policy unit and these are generally sufficient to protect coastal assets from flooding and erosion in the short term. Continual inspection and maintenance will be required.
<b>Medium-term</b>	<b>Hold the Line</b> - It may be required to construct new and extend existing coastal defences. Continual inspection and maintenance will be required.
<b>Long-term</b>	<b>Hold the Line</b> - It may be required to construct new and extend existing coastal defences. Continual inspection and maintenance will be required.

<b>Sub-cell: 6c1</b>					
<b>Location reference: Farland Head to Ardrossan</b>					
<b>Policy Unit reference: 6c1.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential slight negative impacts to local habitats from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact. It is not anticipated construction of shoreline management measures will impact on the setting of heritage features including listed buildings.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential slight negative impacts to local habitats from construction or rehabilitation of hard defences. Potential slight positive impacts due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential for positive impacts to several listed buildings as they will benefit from flood protection incorporating the effects of climate change.	Potential positive impact to several roads, West Kilbride Golf Club and Scottish Water assets as these are likely to benefit from flood and erosion protection.

<b>Long-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential slight negative impacts to local habitats from construction or rehabilitation of hard defences. Potential slight positive impacts due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential for positive impacts to several listed buildings as they will benefit from flood protection incorporating the effects of climate change.	Potential positive impact to several roads, West Kilbride Golf Club and Scottish Water assets as these are likely to benefit from flood and erosion protection.
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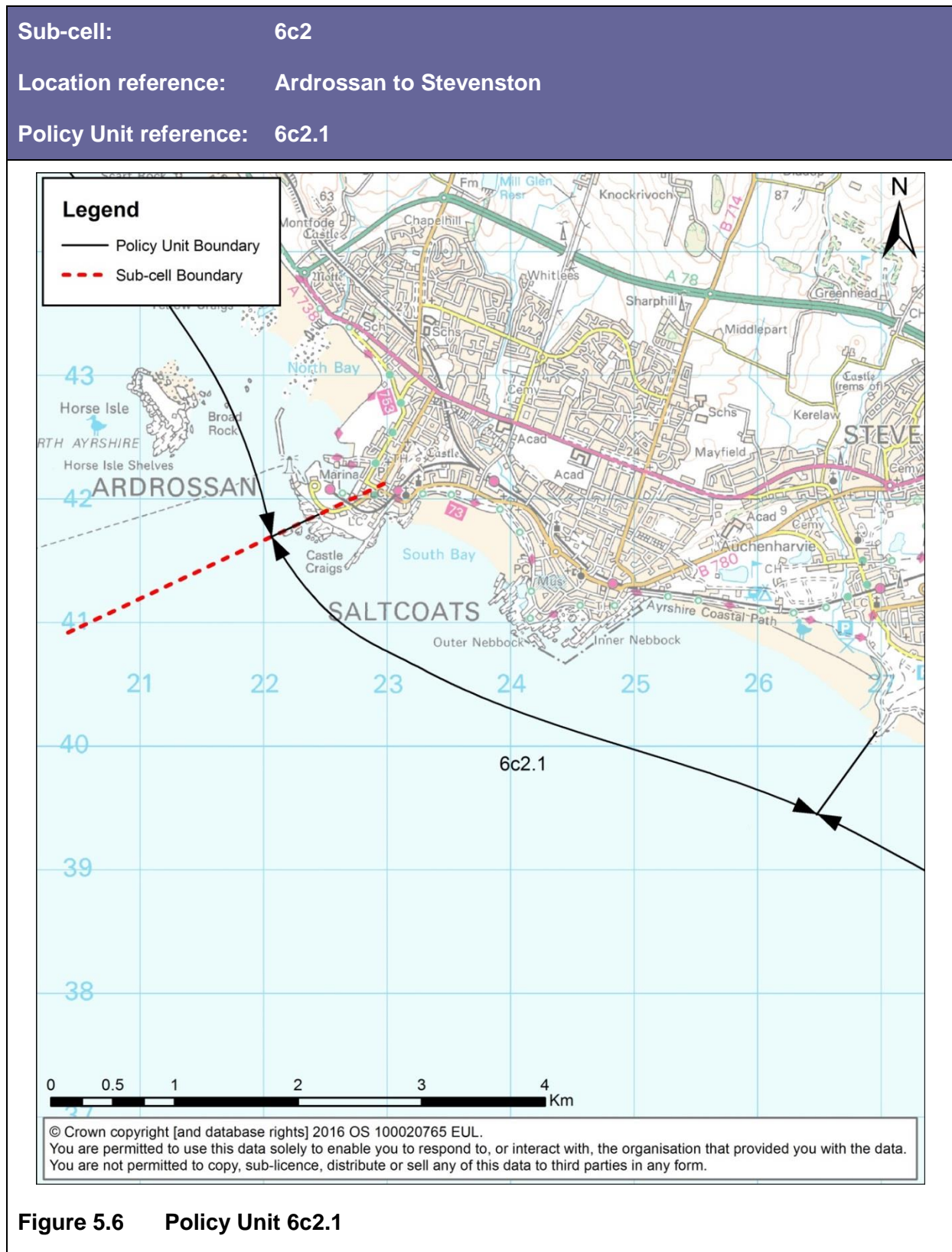
### 5.2.3.2 Sub-cell 6c1: Opportunities for integrated shoreline management

Sub-cell:	6c1
Location reference:	Farland Head to Ardrossan
Policy Unit reference:	6c1.1
<b>Opportunities for integrated shoreline management</b>	<p>There is a single policy unit within sub-cell 6c1, which has the policy <b>Hold the Line</b>. Scottish Water assets are at risk along this section of shoreline so there is scope for integrated working between North Ayrshire Council and Scottish Water. Feasibility studies should be carried out at sub-cell scale and implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.</p>

#### 5.2.4 Sub-cell 6c2: Ardrossan – Troon

Sub-cell 6c2 includes policy units 6c2.1, 6c2.2, 6c2.3 and 6c2.4.

#### 5.2.4.1 Policy unit 6c2.1: Ardrossan to Stevenston



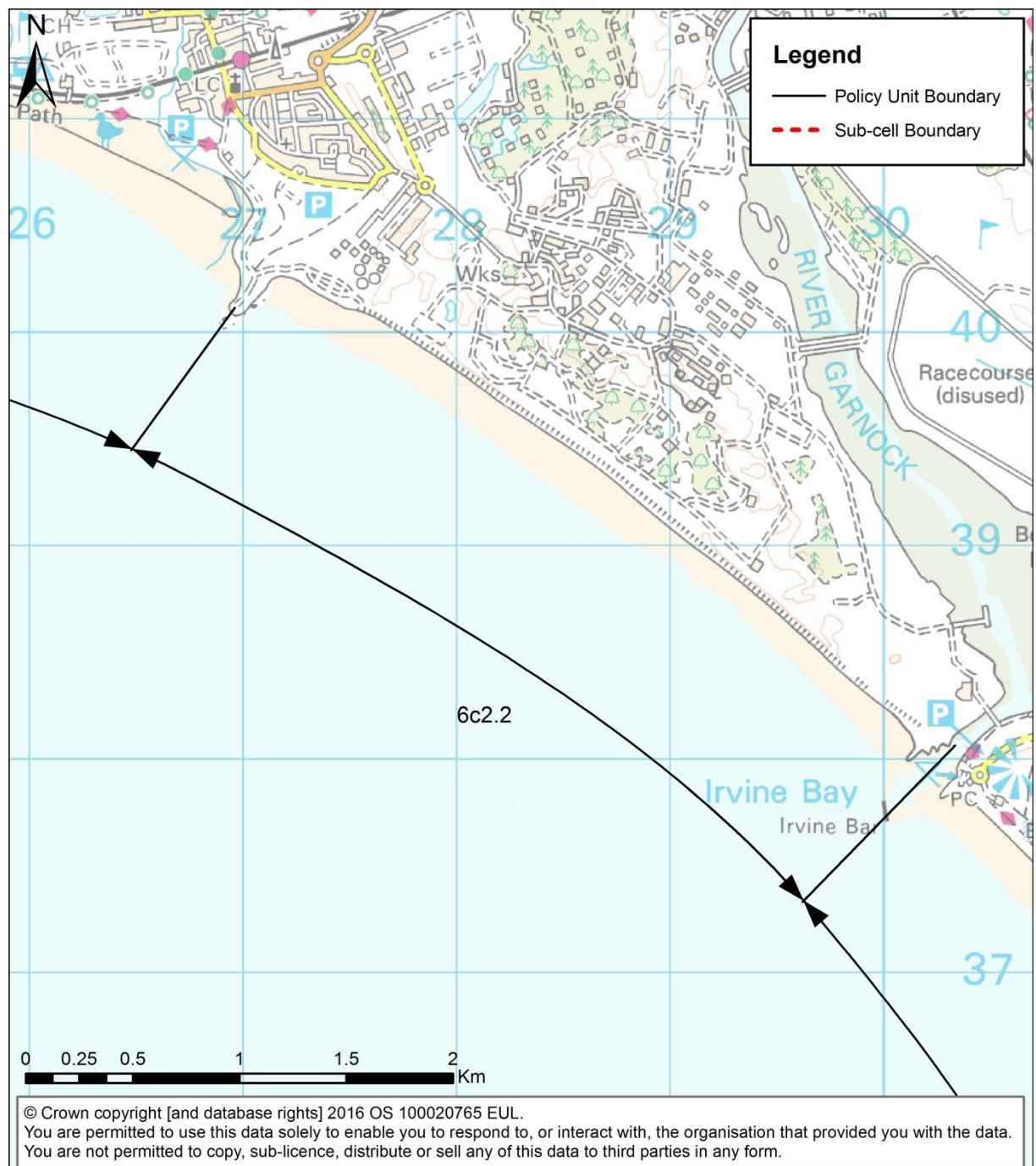
<b>Sub-cell:</b> 6c2	
<b>Location reference:</b> Ardrossan to Stevenston	
<b>Policy Unit reference:</b> 6c2.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. The SEPA coastal flood maps show a medium likelihood of coastal flooding to properties at Canal Crescent. Available photographic evidence also shows the railway line at Sandylands Promenade to be potentially at risk due to wave overtopping, however recent works to the seawall at this location may have addressed this issue. Significant coastal erosion is predicted at Stevenston beach, affecting one non-residential property. Auchenhavie Golf Club is located along the shore within this policy unit. Significant coastal defences are already present along this section of shoreline so the long-term implementation of the Plan in this Policy Unit will likely consist of extending and improving the existing defences. The Plan in this Policy Unit is also to manage erosion at Stevenston beach, which will likely require soft engineering methods to be implemented in this area.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences are already present in this policy unit. These may need to be extended and/or improved in the short term to protect properties currently at risk due to coastal flooding. Soft engineering measures may also be required at Stevenston beach in order to manage coastal erosion. Continual inspection and maintenance will be required.
<b>Medium-term</b>	<b>Hold the Line</b> - A significant number of additional assets are predicted to be at risk due to coastal flooding during the climate change scenario so it is likely that new coastal defences will be required. The impact of these defences on the sediment regime should be carefully considered. Continual inspection and maintenance will be required.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy the significant additional number of assets at risk due to coastal flooding during the climate change scenario will need to be protected. It is likely that new coastal defences will be required and the impact of these defences on the sediment regime should be carefully considered. Continual inspection and maintenance will be required.

<b>Sub-cell:</b> 6c2					
<b>Location reference:</b> Ardrossan to Stevenston					
<b>Policy Unit reference:</b> 6c2.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of several listed buildings.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road and rail infrastructure.
<b>Medium-term</b>	Positive impact as a number of properties will benefit from flood and erosion protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	Potential soft engineering works at Stevenston beach may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood and erosion protection.

		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Positive impact as a number of properties will benefit from flood and erosion protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	Potential soft engineering works at Stevenston beach may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood and erosion protection.

### 5.2.4.2 Policy unit 6c2.2: Stevenston to Irvine Bay

Sub-cell:	6c2
Location reference:	Stevenston to Irvine Bay
Policy Unit reference:	6c2.2



**Figure 5.7 Policy Unit 6c2.2**



<b>Sub-cell:</b>	<b>6c2</b>
<b>Location reference:</b>	<b>Stevenston to Irvine Bay</b>
<b>Policy Unit reference:</b>	<b>6c2.2</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A number of assets are predicted to be at risk due to coastal flooding adjacent to the River Irvine and unknown materials are present along the shoreline in this policy unit with potential for contamination if erosion was to occur. The existing defences are sufficient to prevent erosion at this section of shoreline in the short-term, however it is important that this is monitored and additional erosion protection is implemented in the medium to long-term if required.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences are already present in this policy unit. These appear to be sufficient in the short-term to manage the erosion risk to the shoreline in this policy unit; however inspection and maintenance will be required.
<b>Medium-term</b>	<b>Hold the Line</b> – Additional erosion protection along the shoreline may be required in order to ensure contamination does not occur in the medium to long-term. If this is required, detailed design will need to be undertaken and soft engineering measures such as dune stabilisation would be preferred.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy additional erosion protection such as dune stabilisation may be required to prevent contamination.

<b>Sub-cell:</b> 6c2 <b>Location reference:</b> Stevenston to Irvine Bay <b>Policy Unit reference:</b> 6c2.2					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential reduction in negative impacts due to reduced mobilisation of contaminated fill.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact. Shoreline protection measures will not affect any known heritage features.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard	No significant impact on the overall landscape and seascape anticipated.	No significant impact. Shoreline protection measures will not affect any known heritage features.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at Ardeer beach due

		defences. Potential reduction in negative impacts due to reduced mobilisation of contaminated fill. Potential slight positive impacts on local habitats and species due to habitat creation through soft shoreline protection measures.			to erosion protection.
<b>Long-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential reduction in negative impacts due to reduced mobilisation of contaminated fill. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	No significant impact. Shoreline protection measures will not affect any known heritage features.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at Ardeer beach due to erosion protection.

### 5.2.4.3 Policy unit 6c2.3: Irvine Bay to Gailes Burn

Sub-cell: 6c2

Location reference: Irvine Bay to Gailes Burn

Policy Unit reference: 6c2.3



**Figure 5.8 Policy Unit 6c2.3**

<b>Sub-cell:</b> 6c2	
<b>Location reference:</b> Irvine Bay to Gales Burn	
<b>Policy Unit reference:</b> 6c2.3	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A number of assets including residential and non-residential properties adjacent to the River Irvine are shown to have a medium likelihood of coastal flooding by the SEPA flood maps. Local Authority comments indicate there has been a significant loss of sand dune between the confluence of the River Garnock (Irvine Beach) and Barassie. Western Gales Golf Club is situated behind the dune line in this policy unit. The Plan in this Policy Unit will therefore consist of erosion management of the dune system at Irvine Beach and Barassie and flood management to protect assets adjacent to the River Irvine.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – A natural dune system is present along the shoreline in this policy unit and erosion of these dunes will need to be managed in the short-term. Soft engineering measures including dune stabilisation may be sufficient to achieve this. New hard engineered defences may also be required at the River Irvine to provide coastal flood protection.
<b>Medium-term</b>	<b>Hold the Line</b> – In the medium to long-term, erosion of the dune system will continue to require management. The effects of climate change will create additional pressures and the dune stabilisation measures may need to be updated and extended. Flood defences on the River Irvine may need to be improved and extended also in order to provide adequate flood protection. Continual inspection and maintenance will be required.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy, erosion of the dune system will need to be managed and flood defences on the River Irvine may need to be improved and extended due to the effects of climate change. Continual inspection and maintenance will be required.

<b>Sub-cell:</b> 6c2 <b>Location reference:</b> Irvine Bay to Gailes Burn <b>Policy Unit reference:</b> 6c2.3					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of several listed buildings.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	Potential soft engineering works at Barassie/Irvine beach park may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at Barassie/Irvine beach park due to erosion protection.



		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	Potential soft engineering works at Barassie/Irvine beach park may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at Barassie/Irvine beach park due to erosion protection.

#### 5.2.4.4 Policy unit 6c2.4: Gales Burn to Troon

Sub-cell: 6c2

Location reference: Gales Burn to Troon

Policy Unit reference: 6c2.4



**Figure 5.9 Policy Unit 6c2.4**

<b>Sub-cell:</b> 6c2	
<b>Location reference:</b> Gailes Burn to Troon	
<b>Policy Unit reference:</b> 6c2.4	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A significant number of assets are at risk due to coastal flooding in this policy unit, especially in the vicinity of Portland Street. No significant erosion risk was identified, however South Ayrshire Council currently undertake dune restoration work in this area so the erosion assessment may not be accurate due to remedial works. The Plan for this policy unit is to provide flood protection to the assets at risk and maintain this protection in the long-term.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences are already present along the shoreline in this policy unit. These will need to be extended and/or improved in the short term to protect properties currently at risk due to coastal flooding. The impact of additional coastal defence works on the sediment regime should be carefully considered. Dune restoration works by South Ayrshire Council should be continued. Continual inspection and maintenance will be required.
<b>Medium-term</b>	<b>Hold the Line</b> - A significant number of additional assets are predicted to be at risk due to coastal flooding during the climate change scenario so it is likely that coastal defences will need to be extended and/or improved. Erosion risk at North Sands should be continually monitored and dune restoration works by South Ayrshire Council continued if practicable.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy the significant additional number of assets at risk due to coastal flooding during the climate change scenario will need to be protected. It is likely that coastal defences will need to be extended and/or improved and the impact on the sediment regime should be carefully considered. Erosion risk at North Sands should be continually monitored and dune restoration works by South Ayrshire Council continued if practicable.

<b>Sub-cell:</b> 6c2 <b>Location reference:</b> Gailes Burn to Troon <b>Policy Unit reference:</b> 6c2.4					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of several listed buildings.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	No significant impact on the overall landscape and seascape anticipated.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at North Sands beach due to erosion protection.

		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential moderate negative impacts to nationally protected sites and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as they will benefit from flood protection.	Potential positive impact to several roads as these are likely to benefit from flood protection. Potential positive impact for recreation at North Sands beach due to erosion protection.

#### 5.2.4.5 Sub-cell 6c2: Opportunities for integrated shoreline management

Sub-cell:	6c2
Location reference:	Ardrossan to Troon
Policy Unit reference:	6c2.1 – 6c2.4
<b>Opportunities for integrated shoreline management</b>	<p>The policy identified for each policy unit within sub-cell 6c2 is <b>Hold the Line</b>. There are a range of asset owners within this sub-cell including North Ayrshire Council, South Ayrshire Council, Network Rail, and private landowners. Significant advantages are likely to be achieved by adopting an integrated approach to implementing shoreline management policy within this sub-cell. Feasibility studies should be carried out at sub-cell scale in order to obtain a holistic view and ensure any impacts on the sediment budget are identified and mitigated where possible. Implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.</p>



## 5.2.5 Sub-cell 6c3: Troon – Ayr

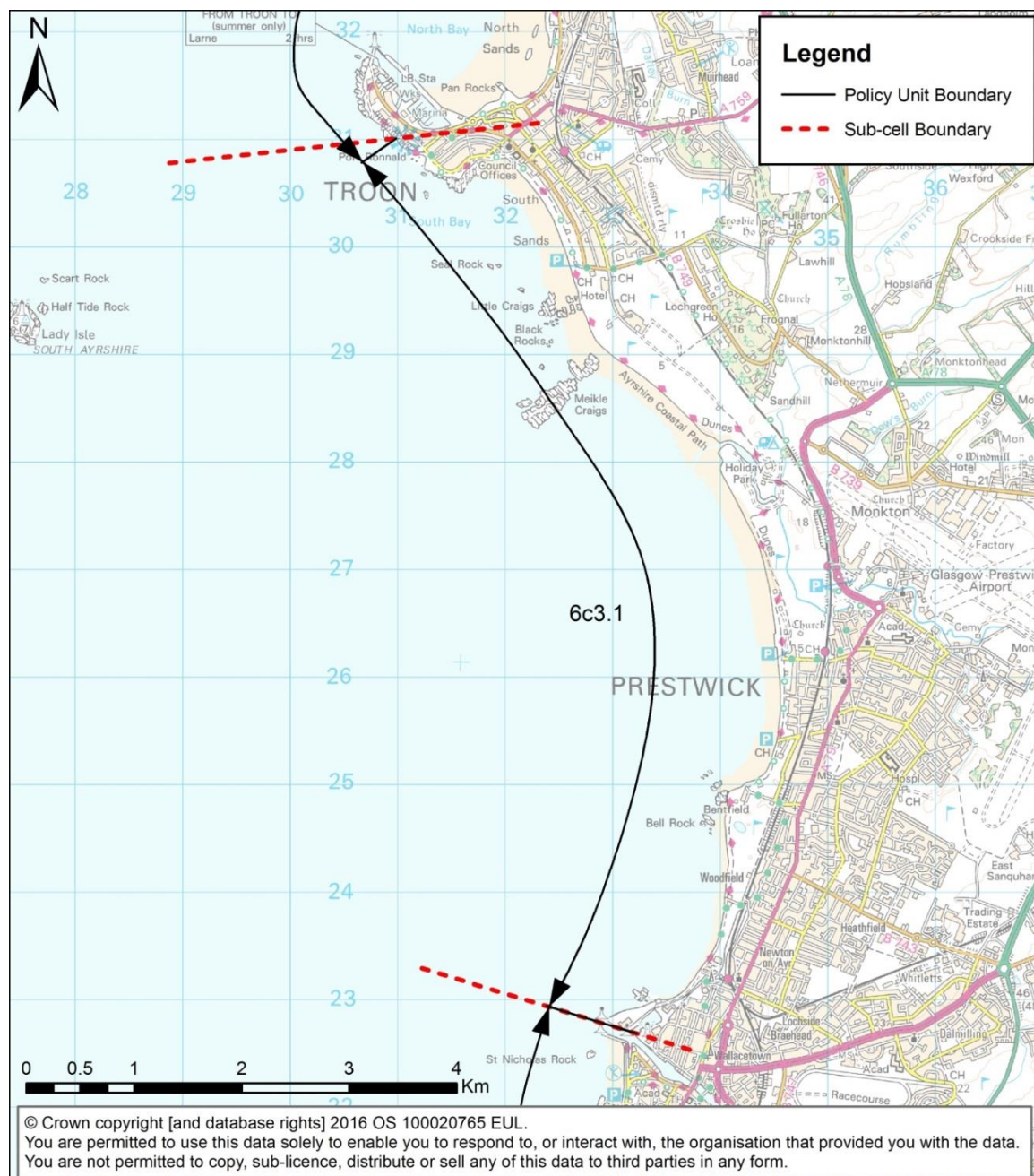
Sub-cell 6c3 contains a single policy unit 6c3.1.

### 5.2.5.1 Policy unit 6c3.1: Troon to Ayr

Sub-cell: 6c3

Location reference: Troon to Ayr

Policy Unit reference: 6c3.1



**Figure 5.10 Policy Unit 6c3.1**

<b>Sub-cell:</b> 6c3	
<b>Location reference:</b> Troon to Ayr	
<b>Policy Unit reference:</b> 6c3.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A significant number of residential and non-residential properties are predicted to be at risk due to coastal flooding. Local Authorities have indicated that the Titchfield Road area is at risk due to wave overtopping, with the road and gardens flooding in recent history. Royal Troon, Prestwick and Prestwick St Nicholas Golf Clubs are located along the shoreline in this policy unit and both Royal Troon and Prestwick Golf Clubs are predicted to be at risk due to coastal flooding. An area of fill material along a section of shoreline at Newton shore is at risk due to coastal erosion. A Scottish Water rising main at Newton shore is also exposed and at risk due to coastal erosion. The Plan for this Policy Unit is to implement defences which will protect these assets from coastal flooding and prevent coastal erosion at Newton shore.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – Assets currently at risk of coastal flooding or erosion are to be protected. Significant coastal defences are already present in this policy unit. These will need to be extended and/or improved in the short term to protect properties currently at risk due to coastal flooding. The impact of additional coastal defence works on the sediment regime should be carefully considered.
<b>Medium-term</b>	<b>Hold the Line</b> - A significant number of additional assets are predicted to be at risk due to coastal flooding during the climate change scenario so it is likely that coastal defences will need to be extended and/or improved in the medium to long term. The impact of additional coastal defence works on the sediment regime should be carefully considered. Continual inspection and maintenance will be required.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy the significant additional number of assets at risk due to coastal flooding during the climate change scenario will need to be protected. It is likely that coastal defences will need to be extended and/or improved in the medium to long term and the impact of these defences on the sediment regime should be carefully considered. Continual inspection and maintenance will be required.

<b>Sub-cell:</b> 6c3 <b>Location reference:</b> Troon to Ayr <b>Policy Unit reference:</b> 6c3.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential positive impact preventing contamination at Newton shore.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of several listed buildings and Troon and Southwood Heritage Conservation Area.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential positive impact preventing contamination at Newton shore.	Potential works at Newton shore may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings and Troon and Southwood Heritage Conservation Area. Potential for direct positive impacts as	Potential positive impact to several roads along with Royal Troon and Prestwick Golf Clubs as these assets are likely to benefit from flood protection.

				these assets will benefit from flood protection.	
<b>Long-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential positive impact preventing contamination at Newton shore.	Potential works at Newton shore may improve local views to receptors, with a slight positive impact.	Potential slight negative impacts on the setting of several listed buildings. Potential for direct positive impacts as these assets will benefit from flood protection.	Potential positive impact to several roads along with Royal Troon and Prestwick Golf Clubs as these assets are likely to benefit from flood protection.

### 5.2.5.2 Sub-cell 6c3: Opportunities for integrated shoreline management

<b>Sub-cell:</b> 6c3	
<b>Location reference:</b> Troon to Ayr	
<b>Policy Unit reference:</b> 6c3.1	
<b>Opportunities for integrated shoreline management</b>	There is a single policy unit within sub-cell 6c3, which has the policy <b>Hold the Line</b> . Scottish Water assets are at risk along this section of shoreline so there is scope for integrated working between South Ayrshire Council and Scottish Water. Feasibility studies should be carried out at sub-cell scale and implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.

## 5.2.6 Sub-cell 6c4: Ayr - Dunure

Sub-cell 6c4 includes policy units 6c4.1 and 6c4.2.

### 5.2.6.1 Policy unit 6c4.1: Ayr to Grenan Castle

Sub-cell: 6c4

Location reference: Ayr to Grenan Castle

Policy Unit reference: 6c4.1



**Figure 5.11 Policy Unit 6c4.1**



<b>Sub-cell:</b> 6c4	
<b>Location reference:</b> Ayr to Grenan Castle	
<b>Policy Unit reference:</b> 6c4.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A significant number of residential and non-residential properties are predicted to be at risk due to coastal flooding at Ayr, Seafield and Doonfoot. The promenade to the south of Ayr is known to be at risk due to wave overtopping. The South Pier at Ayr is important for maintaining the port at Ayr. The Plan for this Policy Unit is to defend assets from coastal flooding, manage the wave overtopping risk and maintain the South Pier.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences are already present in this policy unit. These will need to be extended and/or improved in the short term to protect properties currently at risk due to coastal flooding. The wave overtopping risk should be assessed through a detailed study. The South Pier should be maintained. The impact of additional coastal defence works on the sediment regime should be carefully considered.
<b>Medium-term</b>	<b>Hold the Line</b> - A significant number of additional assets are predicted to be at risk due to coastal flooding during the climate change scenario so it is likely that new coastal defences will be required. It is likely that these defences will need to also protect against wave overtopping. The impact of these defences on the sediment regime should be carefully considered. Continual inspection and maintenance will be required and maintenance of the South Pier should be continued.
<b>Long-term</b>	<b>Hold the Line</b> - As per the medium-term policy the significant additional number of assets at risk due to coastal flooding during the climate change scenario will need to be protected. It is likely that new coastal defences will be required and these will need to protect against wave overtopping. The impact of these defences on the sediment regime should be carefully considered. Continual inspection and maintenance will be required and maintenance of the South Pier should be continued.

<b>Sub-cell:</b> 6c4 <b>Location reference:</b> Ayr to Grenan Castle <b>Policy Unit</b> 6c4.1 <b>reference:</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of several listed buildings and the Ayr II Heritage Conservation Area.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive	No significant impact on the overall landscape and seascape anticipated.	Potential slight negative impacts on the setting of several listed buildings and the Ayr II Heritage Conservation Area. Potential for direct positive impacts as these assets will benefit from flood protection.	Potential positive impact to several roads as these assets are likely to benefit from flood protection.

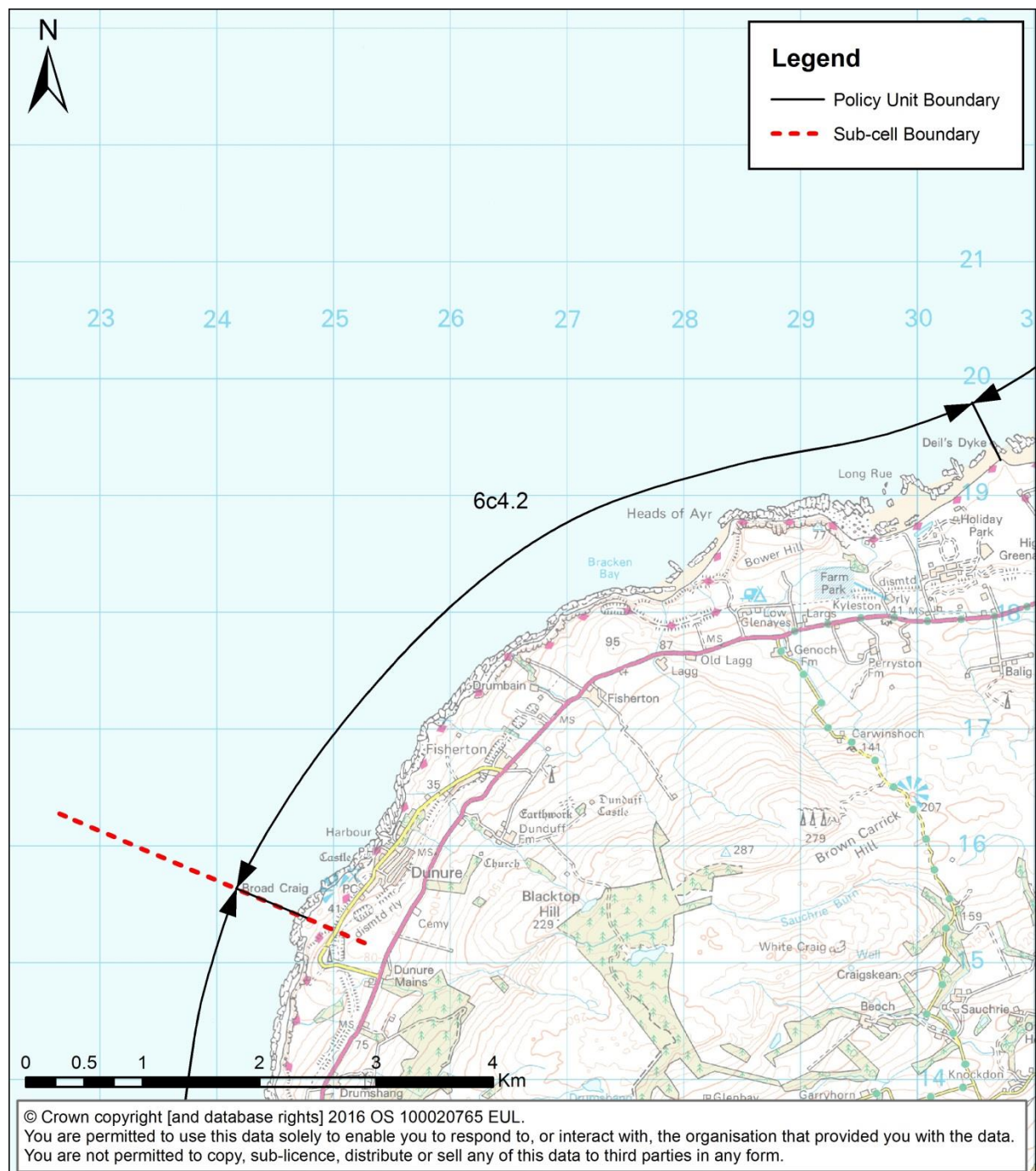
		impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Positive impact as a significant number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential slight negative impacts on the setting of several listed buildings and the Ayr II Heritage Conservation Area. Potential for direct positive impacts as these assets will benefit from flood protection.	Potential positive impact to several roads as these assets are likely to benefit from flood protection.

### 5.2.6.2 Policy unit 6c4.2: Grenan Castle to Dunure

Sub-cell: 6c4

Location reference: Grenan Castle to Dunure

Policy Unit reference: 6c4.2



**Figure 5.12 Policy Unit 6c4.2**

<b>Sub-cell:</b> 6c4	
<b>Location reference:</b> Grenan Castle to Dunure	
<b>Policy Unit reference:</b> 6c4.2	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. Two non-residential properties are predicted to be at risk due to coastal flooding at Dunure. An undefended natural beach extends adjacent to Craig Tara Holiday Park and Dunure Castle is also located along the shoreline at a natural rocky section of shoreline in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> – The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> – As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.

<b>Sub-cell: 6c4</b>					
<b>Location reference: Grenan Castle to Dunure</b>					
<b>Policy Unit reference: 6c4.2</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Slight negative impact. Two NRPs at risk in Dunure will not be protected as a result of the proposed policy. These low lying properties at Dunure Harbour may however be more resilient to coastal flood risk as are related to harbour activities.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No construction of shoreline management measures anticipated.	Potential slight negative impacts to Dunure Castle, Dunure Harbour and the Dunure conservation area as these assets will not be protected from coastal flood risk, however these features may be more resilient to coastal flood risk.	No significant impact. No construction of shoreline management measures anticipated.
<b>Medium-term</b>	Slight negative impact. Two NRPs at risk in Dunure will not be protected as a result of the proposed policy. These low lying properties at Dunure Harbour may however be more resilient to coastal	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No construction of shoreline management measures anticipated.	Potential slight negative impacts to Dunure Castle, Dunure Harbour and the Dunure conservation area as these assets will not be protected from coastal flood risk, however these	No significant impact. No construction of shoreline management measures anticipated.



	flood risk as are related to harbour activities.			features may be more resilient to coastal flood risk.	
<b>Long-term</b>	Slight negative impact. Two NRPs at risk in Dunure will not be protected as a result of the proposed policy. These low lying properties at Dunure Harbour may however be more resilient to coastal flood risk as are related to harbour activities.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No construction of shoreline management measures anticipated.	Potential slight negative impacts to Dunure Castle, Dunure Harbour and the Dunure conservation area as these assets will not be protected from coastal flood risk, however these features may be more resilient to coastal flood risk.	No significant impact. No construction of shoreline management measures anticipated.

**5.2.6.3 Sub-cell 6c4: Opportunities for integrated shoreline management**

<b>Sub-cell:</b> 6c4	
<b>Location reference:</b> Ayr to Dunure	
<b>Policy Unit reference:</b> 6c4.1 – 6c4.2	
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell 6c4, <b>Hold the Line</b> and <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.

## 5.2.7 Sub-cell 6c5: Dunure - Turnberry

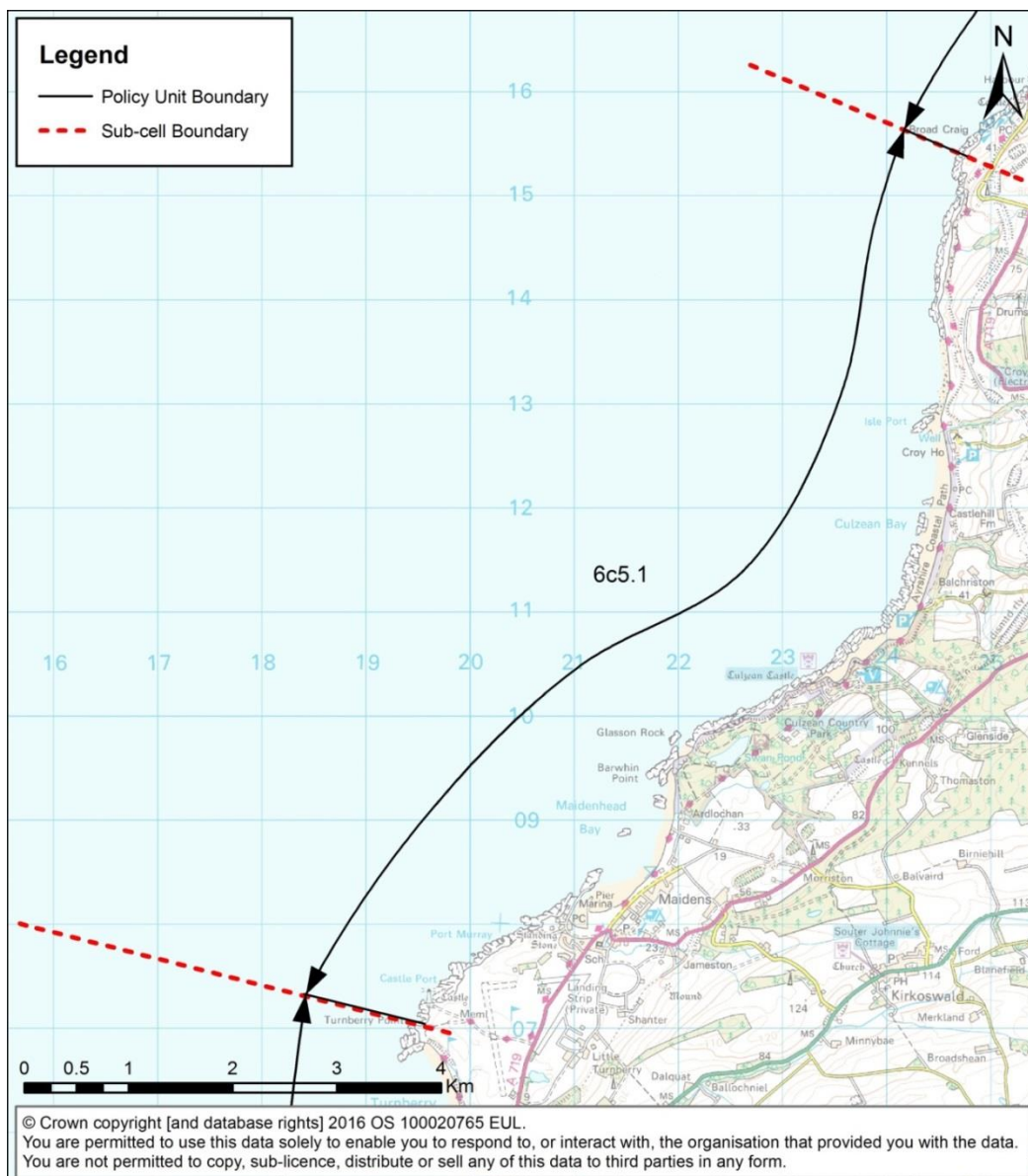
Sub-cell 6c5 contains a single policy unit 6c5.1.

### 5.2.7.1 Policy unit 6c5.1: Dunure to Turnberry

Sub-cell: 6c5

Location reference: Dunure to Turnberry

Policy Unit reference: 6c5.1



**Figure 5.13 Policy Unit 6c5.1**

<b>Sub-cell:</b> 6c5	
<b>Location reference:</b> Dunure to Turnberry	
<b>Policy Unit reference:</b> 6c5.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. One residential and two non-residential properties are predicted to be at risk due to coastal flooding at Maidenhead Bay and Turnberry Lighthouse. Turnberry Golf Course is located along an undefended section of shoreline in this policy unit. Culzean Castle is also located along the shoreline in this policy unit. A number of beaches with limited rock armour reinforcement adjacent to holiday parks are present in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.

<b>Sub-cell:</b> 6c5					
<b>Location reference:</b> Dunure to Turnberry					
<b>Policy Unit reference:</b> 6c5.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential slight negative impacts as one RP and two NRPs will continue to be at risk of coastal flooding.	No significant impact. No potential for disturbance or displacement of local habitats or species.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. Three heritage sites (Turnberry Castle, Turnberry Lighthouse and Culzean Castle Gardens) may continue to be at risk of coastal flooding, however the risk at these sites is quite low.	Potential for slight negative impacts to a short section of road which will continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf Course identified.
<b>Medium-term</b>	Potential slight negative impacts as one RP and up to five NRPs will continue to be at risk of coastal flooding due to the effects of climate change.	No significant impact. No potential for disturbance or displacement of local habitats or species.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. Three heritage sites (Turnberry Castle, Turnberry Lighthouse and Culzean Castle Gardens) may continue to be at risk of coastal flooding, however the risk at these sites is quite low.	Potential for slight negative impacts to a short section of road which will continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf Course identified.

<b>Long-term</b>	Potential slight negative impacts as one RP and up to five NRPs will continue to be at risk of coastal flooding due to the effects of climate change.	No significant impact. No potential for disturbance or displacement of local habitats or species.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. Three heritage sites (Turnberry Castle, Turnberry Lighthouse and Culzean Castle Gardens) may continue to be at risk of coastal flooding, however the risk at these sites is quite low.	Potential for slight negative impacts to a short section of road which will continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf Course identified.
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### 5.2.7.2 Sub-cell 6c5: Opportunities for integrated shoreline management

Sub-cell: 6c5	
Location reference: Dunure to Turnberry	
Policy Unit reference: 6c5.1	
Opportunities for integrated shoreline management	There is a single policy unit within sub-cell 6c5, which has the policy <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.

## 5.2.8 Sub-cell 6c6: Turnberry – Bennane Head

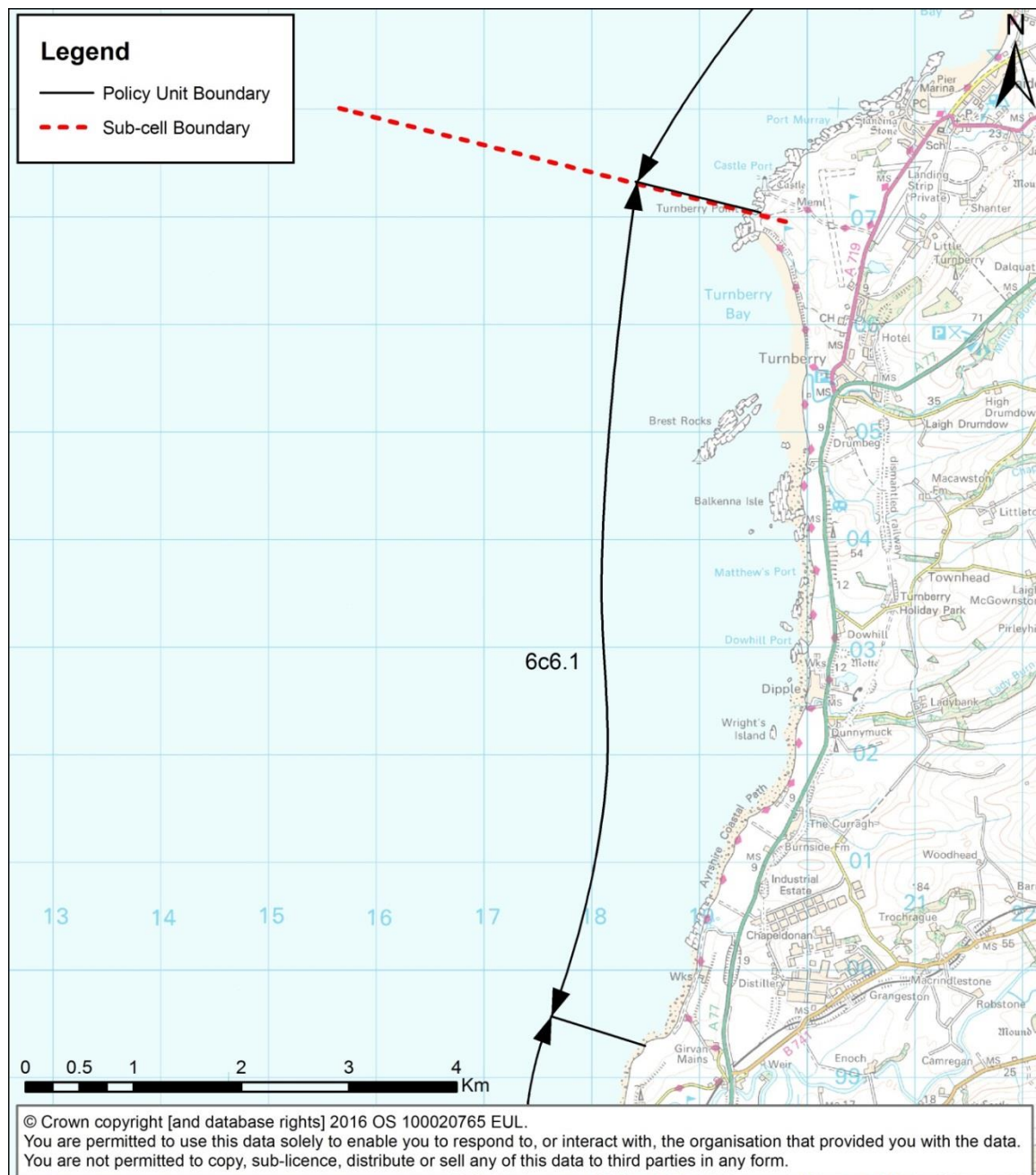
Sub-cell 6c6 includes policy units 6c6.1, 6c6.2 and 6c6.3.

### 5.2.8.1 Policy unit 6c6.1: Turnberry to North Girvan

Sub-cell: 6c6

Location reference: Turnberry to North Girvan

Policy Unit reference: 6c6.1



**Figure 5.14 Policy Unit 6c6.1**

<b>Sub-cell:</b> 6c6	
<b>Location reference:</b> Turnberry to North Girvan	
<b>Policy Unit reference:</b> 6c6.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. One residential property is predicted to be at risk due to coastal flooding at Dipple. A section of Turnberry Golf Course is located in this policy unit. This section of Turnberry golf course is defended by natural dunes.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. Beach lowering and dune erosion would be expected due to rising sea levels.

<b>Sub-cell:</b> 6c6					
<b>Location reference:</b> Turnberry to North Girvan					
<b>Policy Unit reference:</b> 6c6.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential slight negative impacts as one RP will continue to be at risk of coastal flooding.	No significant impact. No potential for disturbance or displacement of local habitats or species.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No known heritage features at risk of coastal flooding or erosion.	Potential for slight negative impacts to a short section of the A77 road which will continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf course identified.
<b>Medium-term</b>	Potential slight negative impacts as up to two RPs will continue to be at risk of coastal flooding due to the effects of climate change.	No significant impact. No potential for disturbance or displacement of local habitats or species.	No significant impact. No construction of shoreline management measures anticipated.	No significant impact. No known heritage features at risk of coastal flooding or erosion.	Potential for slight negative impacts to a short section of the A77 road which will continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf course identified.
<b>Long-term</b>	Potential slight negative impacts as up to two RPs will continue to be at risk	No significant impact. No potential for disturbance or displacement of local	No significant impact. No construction of shoreline management	No significant impact. No known heritage features at risk of coastal flooding or	Potential for slight negative impacts to a short section of the A77 road which will

	of coastal flooding due to the effects of climate change.	habitats or species.	measures anticipated.	erosion.	continue to be at risk of coastal flooding. No erosion risk to Turnberry Golf course identified.
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### 5.2.8.2 Policy unit 6c6.2: Girvan

Sub-cell:	6c6
Location reference:	Girvan
Policy Unit reference:	6c6.2



**Figure 5.15 Policy Unit 6c6.2**

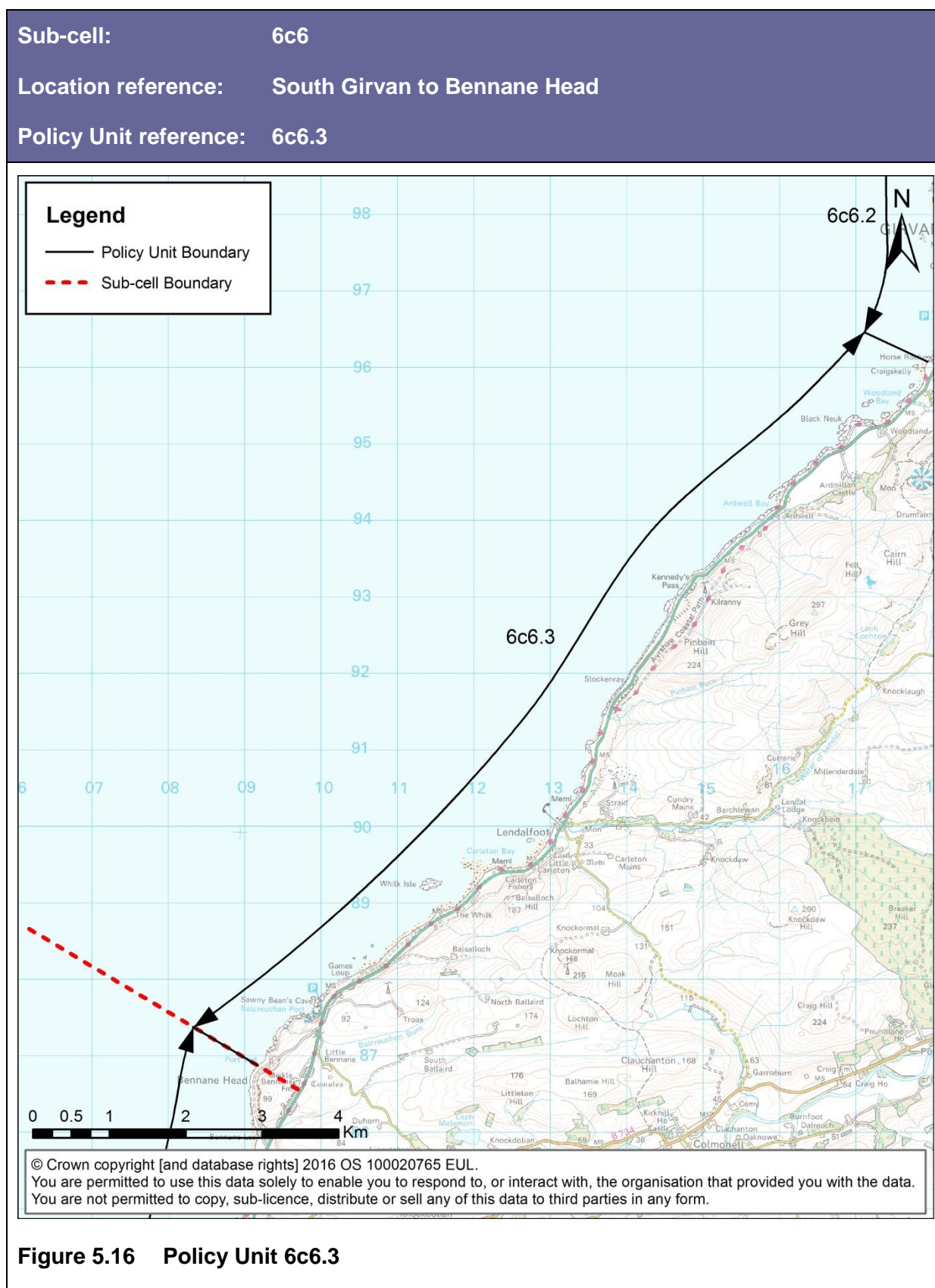


<b>Sub-cell:</b>	<b>6c6</b>
<b>Location reference:</b>	<b>Girvan</b>
<b>Policy Unit reference:</b>	<b>6c6.2</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A number of residential and non-residential properties are predicted to be at risk due to coastal flooding adjacent to the Water of Girvan and the A77. Girvan Golf Course is located in this policy unit and may be at risk due to coastal erosion and flooding from the Water of Girvan. Rock armour reinforcement is present along the shore at Girvan Golf Course. Local Authorities report the harbour at Girvan regularly requires dredging due to sedimentation. The long-term implementation of the Plan in this Policy Unit will be to provide flood protection to the properties at risk and to defend Girvan Golf Course from coastal erosion.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – This would involve maintenance of the current rock armour defence at Girvan Golf Course. Additional flood defences along the Water of Girvan may be required in order to protect properties at risk. Dredging of the harbour at Girvan should continue. Using the dredged material to nourish nearby beaches should be considered.
<b>Medium-term</b>	<b>Hold the Line</b> – Coastal defences at Girvan Golf Course are likely to require upgrading in the medium to long-term in order to defend against coastal erosion. Flood defences protecting properties along the Water of Girvan may need to be extended or upgraded due to sea level rise. Sedimentation of the harbour should continue to be monitored and dredged when required.
<b>Long-term</b>	<b>Hold the Line</b> - Coastal defences at Girvan Golf Course are likely to require upgrading in the medium to long-term in order to defend against coastal erosion. Flood defences protecting properties along the Water of Girvan may need to be extended or upgraded due to sea level rise. Sedimentation of the harbour should continue to be monitored and dredged when required.

<b>Sub-cell:</b> 6c6 <b>Location reference:</b> Girvan <b>Policy Unit reference:</b> 6c6.2					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact anticipated to known heritage features.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure. Potential positive impact managing erosion at Girvan Golf Course.
<b>Medium-term</b>	Significant positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local	Potential for slight negative impacts on local views due to the extension of defences.	No significant impact anticipated to known heritage features.	Potential positive impact to several roads and Girvan Golf Course as these assets are likely to benefit from flood protection.

		habitats and species due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Significant positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	Potential for slight negative impacts on local views due to the extension of defences.	No significant impact anticipated to known heritage features.	Potential positive impact to several roads and Girvan Golf Course as these assets are likely to benefit from flood protection.

### 5.2.8.3 Policy unit 6c6.3: South Girvan to Bennane Head



<b>Sub-cell:</b>	<b>6c6</b>
<b>Location reference:</b>	<b>South Girvan to Bennane Head</b>
<b>Policy Unit reference:</b>	<b>6c6.3</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. The A77 is a significant transport link and is predicted to be at risk due to both coastal flooding and coastal erosion in this policy unit. The Plan in this policy unit is to maintain this transport link.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Significant coastal defences including rock armour revetments are already present in this policy unit. The existing defences should be maintained and additional defences may be required.
<b>Medium-term</b>	<b>Hold the Line/ Managed Realignment</b> – The existing defences should be maintained to protect the A77 road against coastal flooding and erosion if feasible. Additional defences may be required to provide sufficient protection in the medium to long-term due to sea level rise. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line/ Managed Realignment</b> – The existing defences should be maintained to protect the A77 road against coastal flooding and erosion if feasible. Additional defences may be required to provide sufficient protection in the medium to long-term due to sea level rise. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.

<b>Sub-cell:</b> 6c6					
<b>Location reference:</b> South Girvan to Bennane Head					
<b>Policy Unit reference:</b> 6c6.3					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties identified at coastal flood or erosion risk.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact anticipated to known heritage features.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Potential positive impact to one NRP identified to be at coastal flood risk due to climate change which may benefit from flood protection.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	Potential for slight negative impacts on local views due to the extension of defences and/or Managed Realignment.	Potential for direct positive impacts to a listed building at Woodland from holding the line in this area as this asset will benefit from flood protection. However if the policy of Managed Realignment is taken forward this building may be at risk due to	Potential positive impact to the A77 road as this asset will benefit from flood and erosion protection.



		due to habitat creation if soft shoreline protection measures are incorporated.		coastal erosion, leading to slight negative impacts.	
<b>Long-term</b>	Potential positive impact to one NRP identified to be at coastal flood risk due to climate change which may benefit from flood protection.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	Potential for slight negative impacts on local views due to the extension of defences and/or Managed Realignment.	Potential for direct positive impacts to a listed building at Woodland from holding the line in this area as this asset will benefit from flood protection. However if the policy of Managed Realignment is taken forward this building may be at risk due to coastal erosion, leading to slight negative impacts.	Potential positive impact to the A77 road as this asset will benefit from flood and erosion protection.

#### 5.2.8.4 Sub-cell 6c6: Opportunities for integrated shoreline management

Sub-cell:	6c6
Location reference:	Turnberry to Bennane Head
Policy Unit reference:	6c6.1 – 6c6.3
<b>Opportunities for integrated shoreline management</b>	<p>Two different policies have been identified for the policy units within sub-cell 6c6, <b>Hold the Line</b> and <b>No Active Intervention</b>. There is a range of asset owners within this sub-cell including South Ayrshire Council, Transport Scotland and Girvan Golf Course. Significant advantages are likely to be achieved by adopting an integrated approach to implementing shoreline management policy within this sub-cell. Feasibility studies should be carried out at sub-cell scale in order to obtain a holistic view and ensure any impacts on the sediment budget are identified and mitigated where possible. Implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.</p>

## 5.2.9 Sub-cell 6d1: Bennane Head – Currarie Port

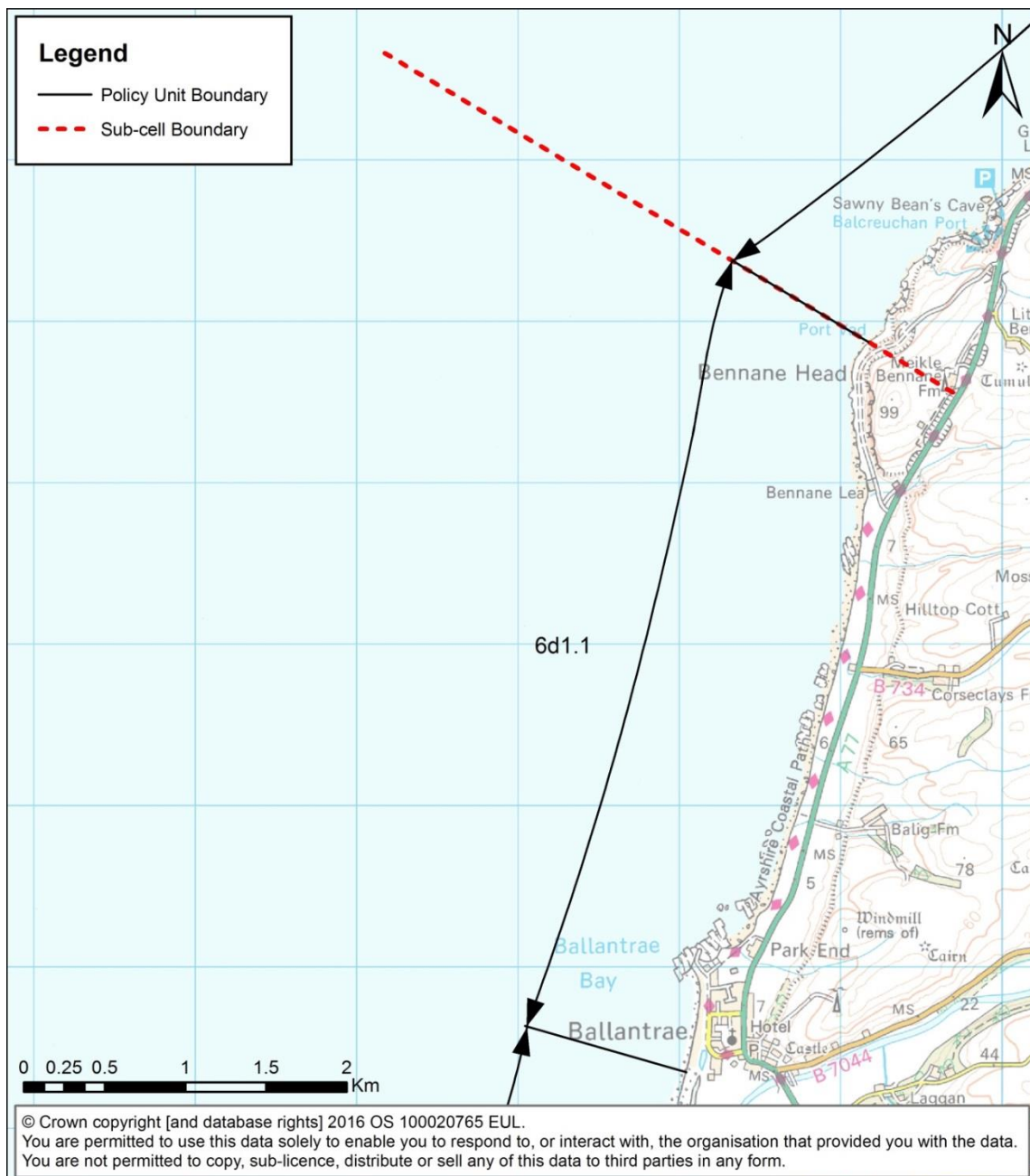
Sub-cell 6d1 includes policy units 6d1.1 and 6d1.2.

### 5.2.9.1 Policy unit 6d1.1: Bennane Head to Ballantrae

Sub-cell: 6d1

Location reference: Bennane Head to Ballantrae

Policy Unit reference: 6d1.1



**Figure 5.17 Policy Unit 6d1.1**

<b>Sub-cell:</b> 6d1	
<b>Location reference:</b> Bennane Head to Ballantrae	
<b>Policy Unit reference:</b> 6d1.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. One non-residential property is predicted to be at risk due to coastal flooding to the southern extent of Ballantrae. The A77 is a significant transport link and is predicted to be at risk due to coastal flooding and erosion in this policy unit. The Plan in this policy unit is to maintain this transport link.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – The shoreline along the A77 is mostly undefended and will require coastal defences to manage the risk due to flooding and erosion.
<b>Medium-term</b>	<b>Hold the Line/ Managed Realignment</b> - Additional defences may be required to provide sufficient protection to the A77 in the medium to long-term due to sea level rise. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line/ Managed Realignment</b> - Additional defences may be required to provide sufficient protection to the A77 in the medium to long-term due to sea level rise. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.

<b>Sub-cell: 6d1</b>					
<b>Location reference: Bennane Head to Ballantrae</b>					
<b>Policy Unit reference: 6d1.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of the Ballantrae Conservation Area.	Potential for temporary slight negative impacts during the construction phase due to disturbance to road infrastructure.
<b>Medium-term</b>	Slight positive impact as one NRP will benefit from flood protection.	Potential moderate negative impacts to a European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to Ballantrae Conservation Area near Park End as this asset may benefit from erosion protection.	Potential positive impact to the A77 road as this asset will benefit from flood and erosion protection.
<b>Long-term</b>	Slight positive impact as one NRP will	Potential moderate negative impacts to a	No significant impact on the overall	Potential positive impact to Ballantrae	Potential positive impact to the A77

	benefit from flood protection.	European site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	landscape and seascape anticipated.	Conservation Area near Park End as this asset may benefit from erosion protection.	road as this asset will benefit from flood and erosion protection.
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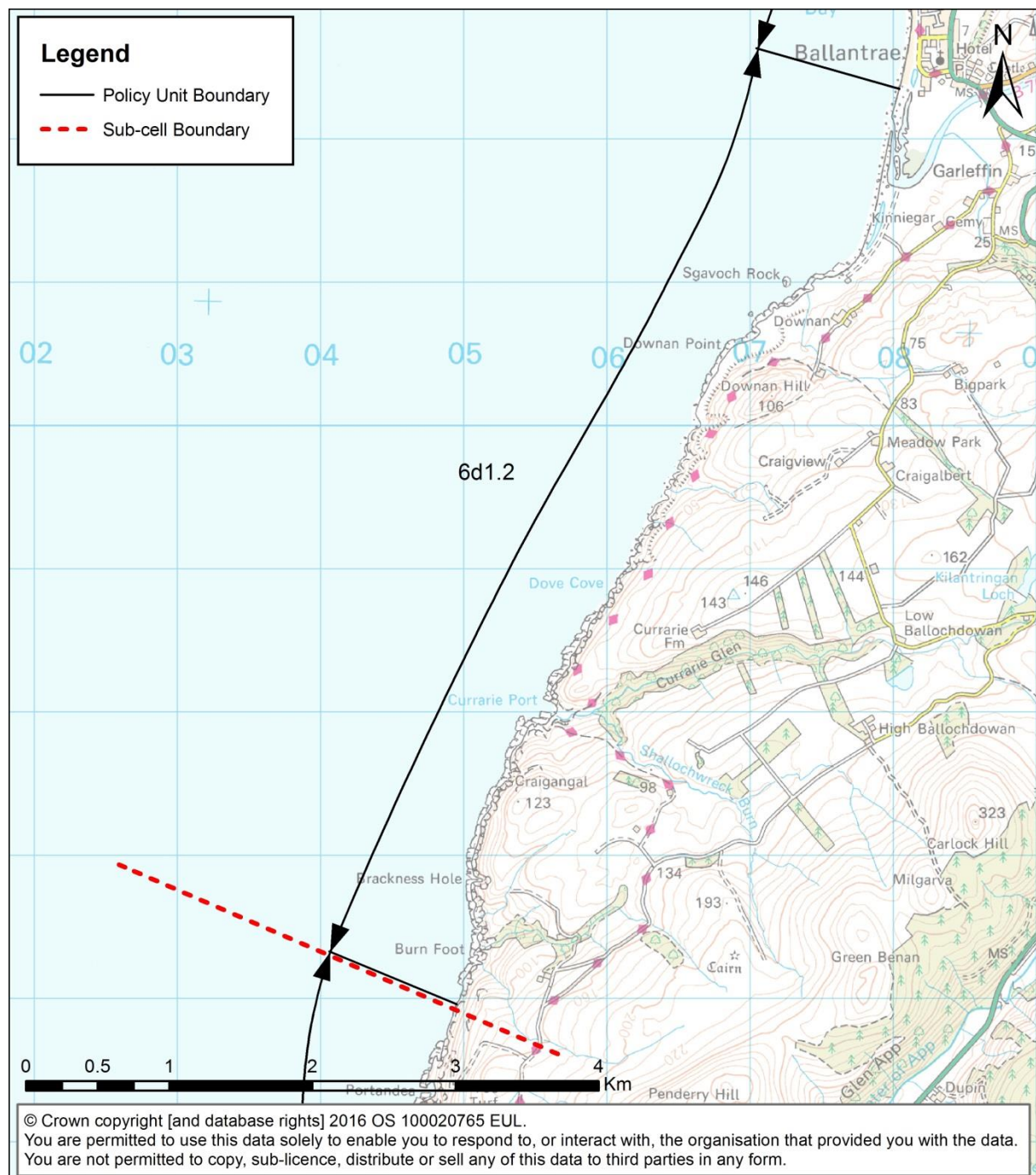


### 5.2.9.2 Policy unit 6d1.2: South Ballantrae to Currarie Port

Sub-cell: 6d1

Location reference: South Ballantrae to Currarie Port

Policy Unit reference: 6d1.2



**Figure 5.18 Policy Unit 6d1.2**

<b>Sub-cell:</b>	<b>6d1</b>
<b>Location reference:</b>	<b>South Ballantrae to Currarie Port</b>
<b>Policy Unit reference:</b>	<b>6d1.2</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. No assets have been identified to be at risk of coastal flooding or erosion in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell: 6d1</b>					
<b>Location reference: South Ballantrae to Currarie Port</b>					
<b>Policy Unit reference: 6d1.2</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures proposed.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures proposed.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential for slight negative impact to a short section of road at risk of coastal flooding due to the effects of climate change.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures proposed.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential for slight negative impacts to a short section of road at risk of coastal flooding due to the effects of climate change.

### 5.2.9.3 Sub-cell 6d1: Opportunities for integrated shoreline management

Sub-cell:	6d1
Location reference:	Bennane Head to Currarie Port
Policy Unit reference:	6d1.1 – 6d1.2
Opportunities for integrated shoreline management	Two different policies have been identified for the policy units within sub-cell 6d1, <b>Hold the Line</b> and <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.

### 5.2.10 Sub-cell 6d2: Currarie Port – Milleur Point

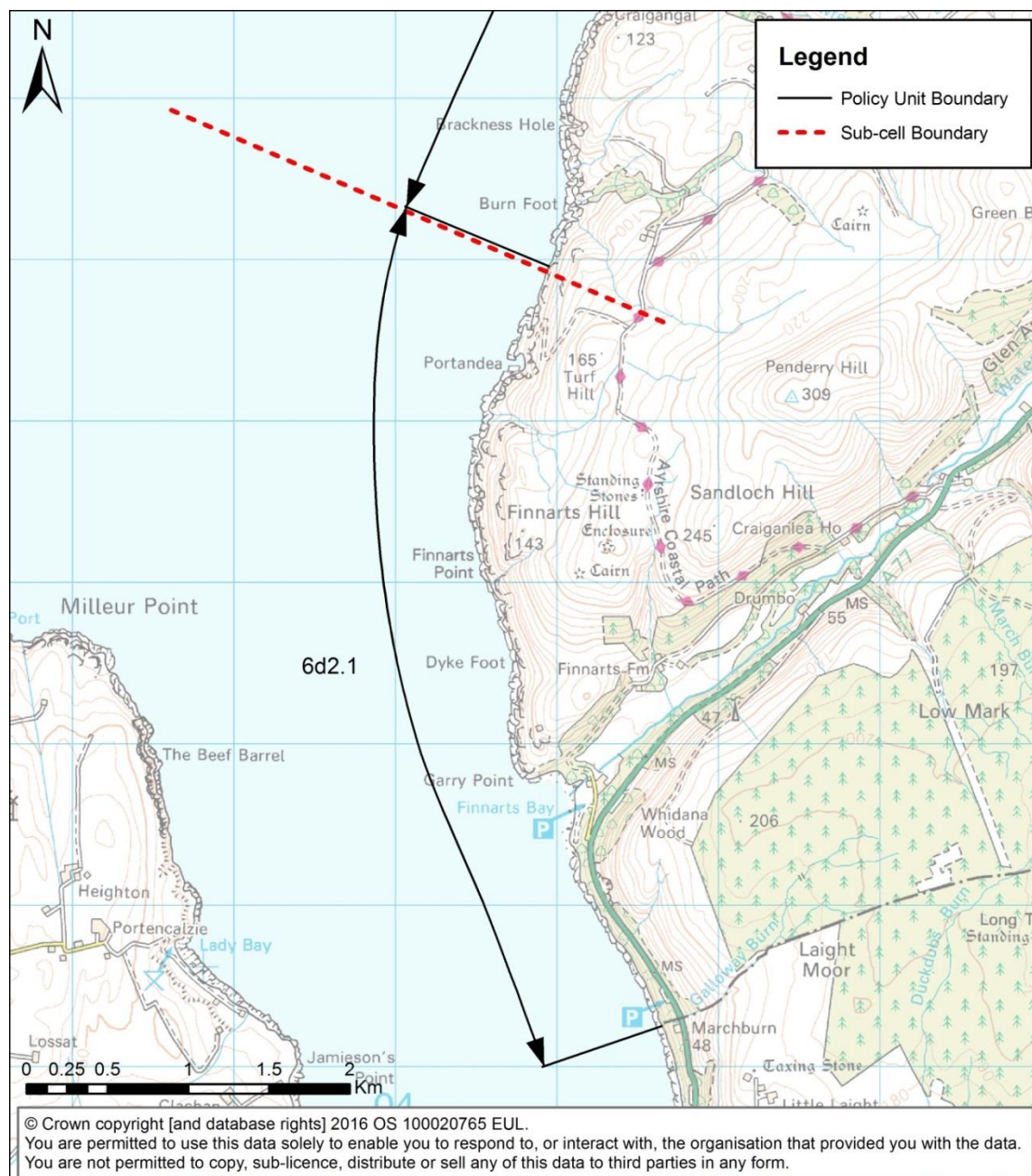
Sub-cell 6d2 contains a single policy unit 6d2.1.

#### 5.2.10.1 Policy unit 6d2.1: Currarie Port to Galloway Burn

Sub-cell: 6d2

Location reference: Currarie Port to Galloway Burn

Policy Unit reference: 6d2.1



**Figure 5.19 Policy Unit 6d2.1**

<b>Sub-cell:</b>	<b>6d2</b>
<b>Location reference:</b>	<b>Currarie Port to Galloway Burn</b>
<b>Policy Unit reference:</b>	<b>6d2.1</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. One abandoned non-residential property is predicted to be at risk due to coastal flooding at Finnarts Bay.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.



<b>Sub-cell:</b> 6d2					
<b>Location reference:</b> Currarie Port to Galloway Burn					
<b>Policy Unit reference:</b> 6d2.1					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. One abandoned NRP will continue to be at risk due to coastal flooding.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features were identified to be at risk due to coastal flooding or erosion.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. One abandoned NRP will continue to be at risk due to coastal flooding.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features were identified to be at risk due to coastal flooding or erosion.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Long-term</b>	No significant impact. One abandoned NRP	No significant impact. No construction of	No significant impact. No construction of	No significant impact. No heritage features	No significant impact. No infrastructure

	will continue to be at risk due to coastal flooding.	shoreline management measures is anticipated.	shoreline management measures is anticipated.	were identified to be at risk due to coastal flooding or erosion.	assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
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**5.2.10.2 Sub-cell 6d2: Opportunities for integrated shoreline management**

<b>Sub-cell:</b>	<b>6d2</b>
<b>Location reference:</b>	<b>Currarie Port to Galloway Burn</b>
<b>Policy Unit reference:</b>	<b>6d2.1</b>
<b>Opportunities for integrated shoreline management</b>	There is a single policy unit within sub-cell 6d2, which has the policy <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.

### 5.2.11 Sub-cell A1: Lochranza – Clauchlands Point

Sub-cell A1 includes policy units A1.1, A1.2, A1.3, A1.4 and A1.5.

#### 5.2.11.1 Policy unit A1.1: Lochranza

Sub-cell: A1

Location reference: Lochranza

Policy Unit reference: A1.1



**Figure 5.20 Policy Unit A1.1**

<b>Sub-cell:</b> A1	
<b>Location reference:</b> Lochranza	
<b>Policy Unit reference:</b> A1.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A number of residential and non-residential properties adjacent to the Newton Road are shown to have a medium likelihood of coastal flooding by the SEPA flood maps. The A841 and Lochranza Golf Club are also predicted to be at risk due to coastal flooding. Local Authorities indicate there is also fluvial and pluvial flood risk within this policy unit. The Plan in this policy unit is to provide flood protection to the assets at risk and this will likely consist of constructing new flood defences.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – An integrated flood study considering all sources of flooding in this policy unit is recommended in the short-term. The existing coastal defences in this policy unit, listed in section 3.12, may need to be extended and/or improved and new defences may need to be constructed in the short-term to protect properties currently at risk of flooding.
<b>Medium-term</b>	<b>Hold the Line</b> – This policy will provide flood protection to assets at risk. Additional flood defences may be required in the medium to long-term in order to provide a sufficient level of protection due to the effect of sea level rise.
<b>Long-term</b>	<b>Hold the Line</b> – This policy will provide flood protection to assets at risk. Additional flood defences may be required in the medium to long-term in order to provide a sufficient level of protection due to the effect of sea level rise.

<b>Sub-cell: A1</b>					
<b>Location reference: Lochranza</b>					
<b>Policy Unit reference: A1.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of heritage features including Lochranza Castle.	Potential for temporary slight negative impacts during the construction phase due to disturbance to the A841 road. Potential positive impact to Lochranza Golf Club managing flood risk.
<b>Medium-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including Lochranza Castle as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Lochranza Golf Club as these assets are likely to benefit from flood protection.



		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including Lochranza Castle as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Lochranza Golf Club as these assets are likely to benefit from flood protection.

### 5.2.11.2 Policy unit A1.2: Lochranza to Sannox

Sub-cell: A1

Location reference: Lochranza to Sannox

Policy Unit reference: A1.2



**Figure 5.21 Policy Unit A1.2**

<b>Sub-cell:</b> A1	
<b>Location reference:</b> Lochranza to Sannox	
<b>Policy Unit reference:</b> A1.2	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. No assets have been identified to be at risk of coastal flooding or erosion in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell:</b> A1 <b>Location reference:</b> Lochranza to Sannox <b>Policy Unit A1.2</b> <b>reference:</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential slight negative impact as two scheduled monuments at risk of coastal flooding will not be protected.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential slight negative impact as two scheduled monuments at risk of coastal flooding will not be protected.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Long-term</b>	No significant impact. No properties are	No significant impact. No construction of	No significant impact. No construction of	Potential slight negative impact as	No significant impact. No infrastructure

	predicted to be at risk and no construction of shoreline management measures is anticipated.	shoreline management measures is anticipated.	shoreline management measures is anticipated.	two scheduled monuments at risk of coastal flooding will not be protected.	assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
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### 5.2.11.3 Policy unit A1.3: Sannox to Brodick

Sub-cell: A1

**Location reference:** Sannox to Brodick

**Policy Unit reference: A1.3**



**Figure 5.22 Policy Unit A1.3**

<b>Sub-cell:</b>	<b>A1</b>
<b>Location reference:</b>	<b>Sannox to Brodick</b>
<b>Policy Unit reference:</b>	<b>A1.3</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. Two residential properties at Sannox Bay along with isolated sections of the A841 are shown to have medium likelihood of coastal flooding by the SEPA flood maps. The Plan in this policy unit will be to protect the road against flooding and erosion in the long-term.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Intermittent coastal defences are already present in this policy unit. These may need to be extended and new defences may be required in the short-term to protect the A841 road from coastal flooding.
<b>Medium-term</b>	<b>Hold the Line/ Managed Realignment</b> – This will include protecting the A841 from coastal flooding. Additional coastal defence works may be required in the medium to long-term due to the effect of sea level rise. This may take the form of extending the existing defences or constructing new defences. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line/ Managed Realignment</b> – This will include protecting the A841 from coastal flooding. Additional coastal defence works may be required in the medium to long-term due to the effect of sea level rise. This may take the form of extending the existing defences or constructing new defences. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.



<b>Sub-cell:</b> A1 <b>Location reference:</b> Sannox to Brodick <b>Policy Unit reference:</b> A1.3					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of heritage features including Corrie Harbour.	Potential for temporary slight negative impacts during the construction phase due to disturbance to the A841 road.
<b>Medium-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	No significant impact on the overall landscape and seascape anticipated, however there is potential for slight negative impacts from realignment of the A841 due to raising of the road if this policy is taken forward.	Potential positive impact to heritage features including Corrie Harbour as these assets may benefit from flood protection.	Potential positive impact to the A841 road as this asset is likely to benefit from flood protection.

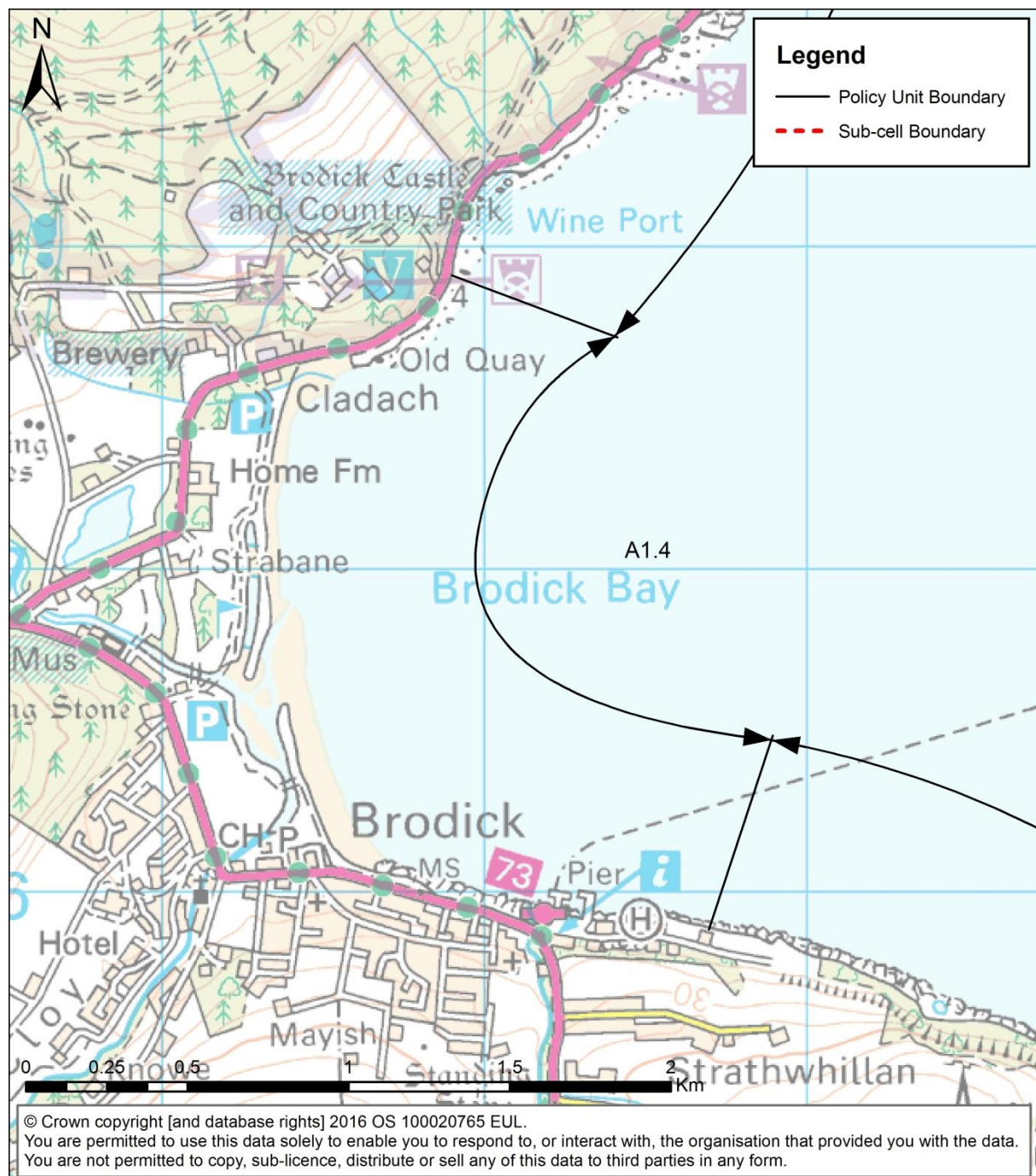
		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated, however there is potential for slight negative impacts from realignment of the A841 due to raising of the road if this policy is taken forward.	Potential positive impact to heritage features including Corrie Harbour as these assets may benefit from flood protection.	Potential positive impact to the A841 road as this asset is likely to benefit from flood protection.

### 5.2.11.4 Policy unit A1.4: Brodick

Sub-cell: A1

Location reference: Brodick

Policy Unit reference: A1.4



**Figure 5.23 Policy Unit A1.4**

<b>Sub-cell:</b> A1	
<b>Location reference:</b> Brodick	
<b>Policy Unit reference:</b> A1.4	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. A number of residential and non-residential properties are shown to have medium likelihood of coastal flooding by the SEPA flood maps, while there is ongoing coastal erosion in the vicinity of the bowling green. The A841 road is also predicted to be at risk due to coastal flooding during a 1 in 200 year coastal flood event. A landfill site to the south of the policy unit is predicted to be at risk of coastal erosion. Brodick Golf Club is predicted to be at risk of both coastal flooding and erosion. The Plan in this policy unit is to provide flood and erosion protection to the assets at risk.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – Coastal defence works including large sandbags are present in this policy unit. These were placed to protect historic landfill exposed to wave activity however they have been significantly damaged and additional defence measures are required in order to provide continuing defence against coastal flooding and erosion in the short-term. A Coast Protection Optioneering and Design Study for Brodick was undertaken by AECOM in 2015.
<b>Medium-term</b>	<b>Hold the Line</b> – Coastal defences will need to be maintained and potentially extended in this policy unit due to the effect of climate change in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line</b> – Coastal defences will need to be maintained and potentially extended in this policy unit due to the effect of climate change in the medium to long-term. The landfill site may require removal in the long-term as it may be unfeasible to provide coastal protection to this site in the long-term.

<b>Sub-cell:</b> A1 <b>Location reference:</b> Brodick <b>Policy Unit reference:</b> A1.4					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential positive impact from preventing exposure of landfill.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of heritage features including Brodick Castle Gardens.	Potential for temporary slight negative impacts during the construction phase due to disturbance to the A841 road. Potential positive impact to Brodick Golf Club managing erosion risk.
<b>Medium-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential	No significant impact on the overall landscape and seascape anticipated. Potential slight positive impact to local views if soft engineering works are undertaken.	Potential positive impact to heritage features including Brodick Castle Gardens as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Brodick Golf Club as these assets are likely to benefit from flood and erosion protection.

		slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated. Potential positive impact from preventing exposure of landfill.			
<b>Long-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated. Potential positive impact preventing exposure of landfill.	No significant impact on the overall landscape and seascape anticipated. Potential slight positive impact to local views if soft engineering works are undertaken.	Potential positive impact to heritage features including Brodick Castle Gardens as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Brodick Golf Club as these assets are likely to benefit from flood and erosion protection.

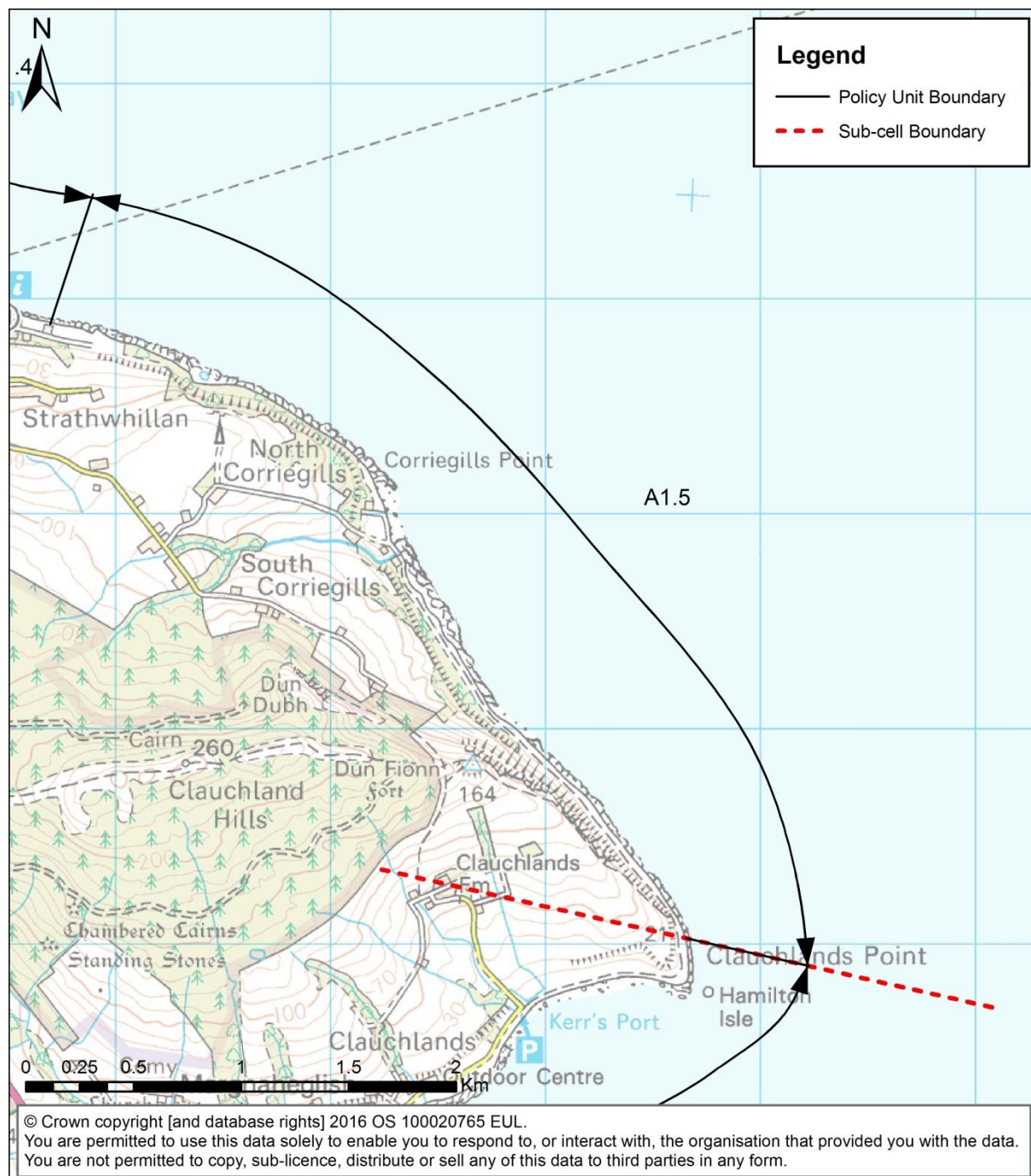


### 5.2.11.5 Policy unit A1.5: Brodick to Clauchlands Point

Sub-cell: A1

Location reference: Brodick to Clauchlands Point

Policy Unit reference: A1.5



**Figure 5.24 Policy Unit A1.5**

<b>Sub-cell:</b> A1	
<b>Location reference:</b> Brodick to Clauchlands Point	
<b>Policy Unit reference:</b> A1.5	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. No assets have been identified to be at risk of coastal flooding or erosion in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell: A1</b>					
<b>Location reference: Brodick to Clauchlands Point</b>					
<b>Policy Unit reference: A1.5</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features were identified to be at risk due to coastal flooding or erosion.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features were identified to be at risk due to coastal flooding or erosion.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk and no	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No heritage features were identified to be at risk due to coastal	No significant impact. No infrastructure assets identified to be at risk of coastal

	construction of shoreline management measures is anticipated.	measures is anticipated.	measures is anticipated.	flooding or erosion.	flooding or erosion and no construction of shoreline management measures is anticipated.
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### 5.2.11.6 Sub-cell A1: Opportunities for integrated shoreline management

Sub-cell:	A1
Location reference:	Lochranza to Clauchlands Point
Policy Unit reference:	A1.1 – A1.5
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell A1; <b>Hold the Line</b> and <b>No Active Intervention</b> . Feasibility studies should be carried out at sub-cell scale in order to obtain a holistic view and ensure any impacts on the sediment budget are identified and mitigated where possible. Implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.

### 5.2.12 Sub-cell A2: Clauchlands Point – Kingscross Point

Sub-cell A2 includes policy units A2.1, A2.2 and A2.3.

#### 5.2.12.1 Policy unit A2.1: Clauchlands Point to Lamlash

Sub-cell: A2

Location reference: Clauchlands Point to Lamlash

Policy Unit reference: A2.1



**Figure 5.25 Policy Unit A2.1**



<b>Sub-cell:</b> A2	
<b>Location reference:</b> Clauchlands Point to Lamlash	
<b>Policy Unit reference:</b> A2.1	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. A localised section of minor road was found to be at risk due to coastal flooding close to the Outdoor Centre.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell: A2</b>					
<b>Location reference: Clauchlands Point to Lamlash</b>					
<b>Policy Unit reference: A2.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential for slight negative impacts to a section of local road which will continue to be at risk of coastal flooding.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	Potential for slight negative impacts to a section of local road which will continue to be at risk of coastal flooding.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk and no	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	Potential for slight negative impacts to a section of local road which will continue to

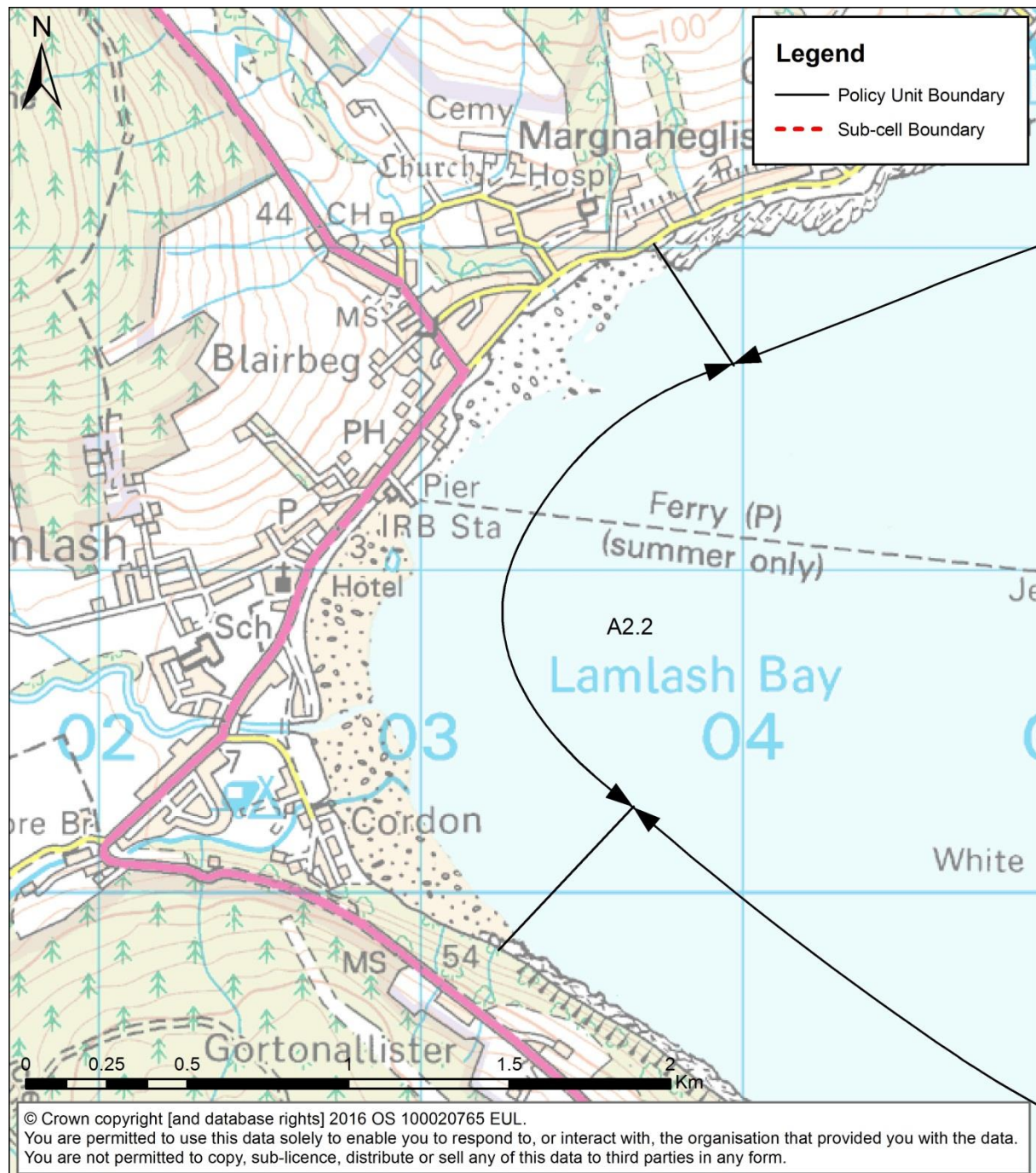
	construction of shoreline management measures is anticipated.	measures is anticipated.	measures is anticipated.	measures is anticipated.	be at risk of coastal flooding.
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### 5.2.12.2 Policy unit A2.2: Lamlash

Sub-cell: A2

Location reference: Lamlash

Policy Unit reference: A2.2



**Figure 5.26 Policy Unit A2.2**

<b>Sub-cell:</b>	<b>A2</b>
<b>Location reference:</b>	<b>Lamlash</b>
<b>Policy Unit reference:</b>	<b>A2.2</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. The SEPA coastal flood maps indicate a medium likelihood of flooding for a number of residential and non-residential properties and sections of the A841 and a minor road at Cuddy Dook and adjacent to the tennis courts. Properties and the minor road at Cuddy Dook are also predicted to be at risk due to coastal erosion. Scottish Water assets run along the beach and are at risk of erosion. The Plan in this policy unit includes providing flood and erosion protection to the assets at risk. Scottish Water will be responsible for managing the risk to their assets.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – Coastal defences are already present in this policy unit, however these will need extended in the short-term in order to provide sufficient flood and erosion protection. North Ayrshire Council has implemented revetment works at Lamlash Green and commissioned a flood risk assessment for this area.
<b>Medium-term</b>	<b>Hold the Line</b> – The coastal defences in this policy unit should be maintained and may need to be extended in the medium to long-term in order to provide protection to all assets at risk due to sea level rise.
<b>Long-term</b>	<b>Hold the Line</b> – The coastal defences in this policy unit should be maintained and may need to be extended in the medium to long-term in order to provide protection to all assets at risk due to sea level rise.

<b>Sub-cell:</b> A2 <b>Location reference:</b> Lamlash <b>Policy Unit reference:</b> A2.2					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of heritage features including Lamlash Pier, Sea Gate and Hamilton Terrace.	Potential for temporary slight negative impacts during the construction phase due to disturbance to roads including the A841.
<b>Medium-term</b>	Potential positive impact as a number of properties will benefit from flood and erosion protection.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including Lamlash Pier, Sea Gate and Hamilton Terrace as these assets may benefit from flood protection.	Potential positive impact to roads including the A841 and Scottish Water assets running along the beach as these are likely to benefit from flood and erosion protection.

		incorporated.			
<b>Long-term</b>	Potential positive impact as a number of properties will benefit from flood and erosion protection.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including Lamlash Pier, Sea Gate and Hamilton Terrace as these assets may benefit from flood protection.	Potential positive impact to roads including the A841 and Scottish Water assets running along the beach as these are likely to benefit from flood and erosion protection.

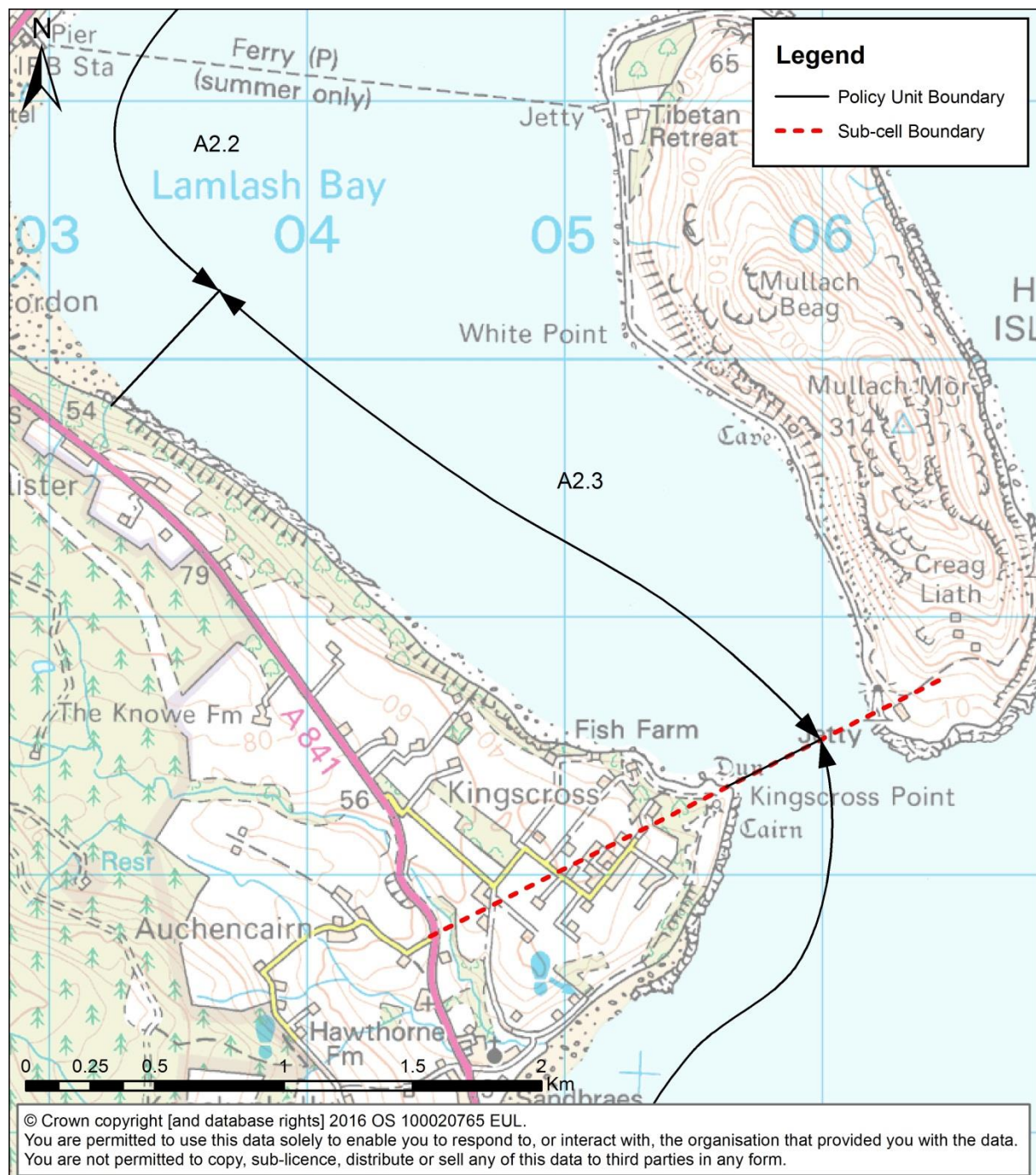


### 5.2.12.3 Policy unit A2.3: Lamlash to Kingscross Point

Sub-cell: A2

Location reference: Lamlash to Kingscross Point

Policy Unit reference: A2.3



**Figure 5.27 Policy Unit A2.3**

<b>Sub-cell:</b> A2	
<b>Location reference:</b> Lamlash to Kingscross Point	
<b>Policy Unit reference:</b> A2.3	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. No assets have been identified to be at risk of coastal flooding or erosion in this policy unit.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell:</b> A2 <b>Location reference:</b> Lamlash to Kingscross Point <b>Policy Unit reference:</b> A2.3					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk and no	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No infrastructure assets identified to be at risk of coastal

	construction of shoreline management measures is anticipated.	measures is anticipated.	measures is anticipated.	measures is anticipated.	flooding or erosion and no construction of shoreline management measures is anticipated.
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#### 5.2.12.4 Sub-cell A2: Opportunities for integrated shoreline management

Sub-cell:	A2
Location reference:	Clauchlands Point to Kingscross Point
Policy Unit reference:	A2.1 – A2.3
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell A2; <b>Hold the Line</b> and <b>No Active Intervention</b> . Scottish Water assets are at risk along this section of shoreline so there is scope for integrated working between North Ayrshire Council and Scottish Water. Feasibility studies should be carried out at sub-cell scale and implementation of shoreline management within the sub-cell should be well planned and timed to minimise cumulative or in-combination environmental impacts.

### 5.2.13 Sub-cell A3: Kingscross Point – Drumadoon Point

Sub-cell A3 includes policy units A3.1 and A3.2.

#### 5.2.13.1 Policy unit A3.1: Whiting Bay

Sub-cell: A3

Location reference: Whiting Bay

Policy Unit reference: A3.1



**Figure 5.28 Policy Unit A3.1**



<b>Sub-cell:</b>	<b>A3</b>
<b>Location reference:</b>	<b>Whiting Bay</b>
<b>Policy Unit reference:</b>	<b>A3.1</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. SEPA flood maps indicate a medium likelihood of coastal flooding for a number of residential and non-residential properties in the vicinity of Montrose Terrace. The A841 road is also at risk of coastal flooding during a 1 in 200 year coastal flood event and local authorities have reported concern about a potential risk of wave overtopping, however this is presently unquantified as the SEPA coastal flood hazard modelling is based on still water levels and does not include wave overtopping. Drainage issues from fluvial and pluvial flooding have also been reported in this policy unit. The Plan for this policy unit will consist of defending assets from coastal flooding and carrying out a detailed investigation of the wave overtopping risk.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Coastal defences are already present in this policy unit. These will need to be extended in the short term to protect properties currently at risk due to coastal flooding. A wave overtopping study for this policy unit is recommended in the short-term to evaluate the risk and determine appropriate mitigation measures. Drainage from fluvial and pluvial flooding should be considered when implementing the short-term policy.
<b>Medium-term</b>	<b>Hold the Line</b> – The coastal defences may need to be extended in the medium to long-term in order to defend assets from coastal flooding due to sea level rise. Defences to provide protection from wave overtopping should be implemented based on the outcome of the wave overtopping study.
<b>Long-term</b>	<b>Hold the Line</b> – The coastal defences may need to be extended in the medium to long-term in order to defend assets from coastal flooding due to sea level rise. Defences to provide protection from wave overtopping should be implemented based on the outcome of the wave overtopping study.



<b>Sub-cell: A3</b>					
<b>Location reference: Whiting Bay</b>					
<b>Policy Unit reference: A3.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	No significant impact. No heritage features are known to be at risk of coastal flooding or erosion and no proposed shoreline management measures are likely to significantly impact on the setting of any known features.	Potential for temporary slight negative impacts during the construction phase due to disturbance to roads including the A841.
<b>Medium-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat	No significant impact on the overall landscape and seascape anticipated.	No significant impact. No heritage features are known to be at risk of coastal flooding or erosion and no proposed shoreline management measures are likely to significantly impact on the setting of any	Potential positive impact to roads including the A841 as these assets are likely to benefit from flood protection.

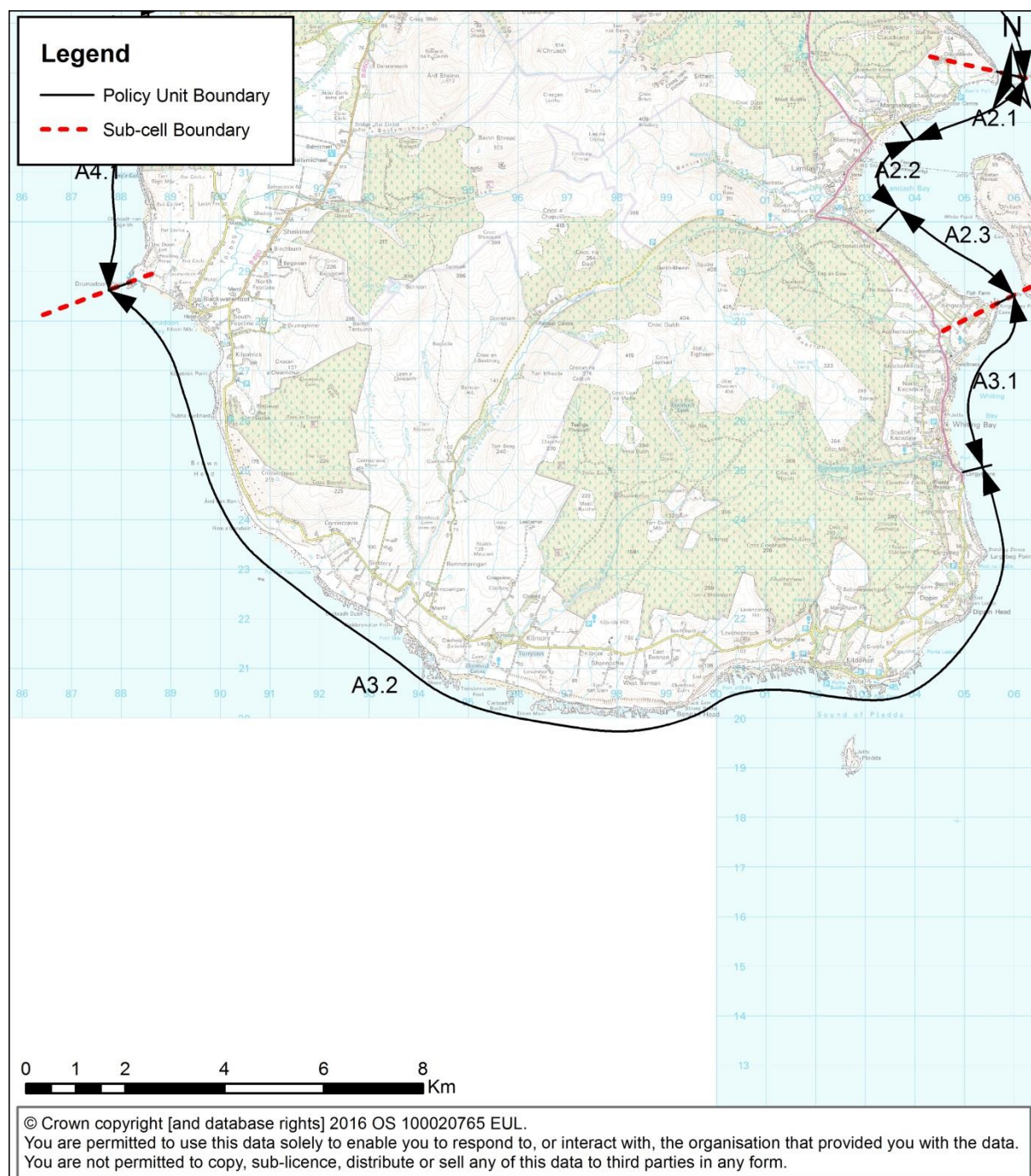
		creation if soft shoreline protection measures are incorporated.		known features.	
<b>Long-term</b>	Potential positive impact as a number of properties will benefit from flood protection.	Potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	No significant impact. No heritage features are known to be at risk of coastal flooding or erosion and no proposed shoreline management measures are likely to significantly impact on the setting of any known features.	Potential positive impact to roads including the A841 as these assets are likely to benefit from flood protection.

### 5.2.13.2 Policy unit A3.2: Largymore to Drumadoon Point

Sub-cell: A3

Location reference: Largymore to Drumadoon Point

Policy Unit reference: A3.2



**Figure 5.29 Policy Unit A3.2**

<b>Sub-cell:</b> A3	
<b>Location reference:</b> Largymore to Drumadoon Point	
<b>Policy Unit reference:</b> A3.2	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. One residential property at Kildonan, localised sections of the A841 at Largymore and minor roads at Kildonan and Blackwaterfoot were found to be at risk due to coastal flooding. Part of Shiskine Golf Club is situated along the shoreline in this policy unit; however it is not predicted to be at risk.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell: A3</b>					
<b>Location reference: Largymore to Drumadoon Point</b>					
<b>Policy Unit reference: A3.2</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential slight negative impact as one RP will continue to be at risk of coastal flooding.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features are known to be at risk of coastal flooding or erosion and no shoreline management measures are proposed.	Potential for slight negative impacts to localised sections of road which will continue to be at risk of coastal flooding.
<b>Medium-term</b>	Potential slight negative impact as up to 11 RPs and one NRP will continue to be at risk of coastal flooding due to the effects of climate change.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No heritage features are known to be at risk of coastal flooding or erosion and no shoreline management measures are proposed.	Potential for slight negative impacts to localised sections of road which will continue to be at risk of coastal flooding.
<b>Long-term</b>	Potential slight negative impact as up to 11 RPs and one NRP will	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No heritage features are known to be at risk of coastal	Potential for slight negative impacts to localised sections of road which will

	continue to be at risk of coastal flooding due to the effects of climate change.	measures is anticipated.	measures is anticipated.	flooding or erosion and no shoreline management measures are proposed.	continue to be at risk of coastal flooding.
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**5.2.13.3 Sub-cell A3: Opportunities for integrated shoreline management**

<b>Sub-cell:</b>	<b>A3</b>
<b>Location reference:</b>	<b>Kingscross Point to Drumadoon Point</b>
<b>Policy Unit reference:</b>	<b>A3.1 – A3.2</b>
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell A3, <b>Hold the Line</b> and <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.



### 5.2.14 Sub-cell A4: Drumadoon Point – Lochranza

Sub-cell A4 includes policy units A4.1 and A4.2.

#### 5.2.14.1 Policy unit A4.1: Drumadoon Point to Tormore

Sub-cell: A4

Location reference: Drumadoon Point to Tormore

Policy Unit reference: A4.1



**Figure 5.30 Policy Unit A4.1**

<b>Sub-cell:</b>	<b>A4</b>
<b>Location reference:</b>	<b>Drumadoon Point to Tormore</b>
<b>Policy Unit reference:</b>	<b>A4.1</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to allow the shoreline to function naturally with no active intervention. No assets have been identified to be at risk of coastal flooding or erosion in this policy unit. Part of Shiskine Golf Club is situated along the shoreline in this policy unit; however it is not predicted to be at risk.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>No Active Intervention</b> - The short-term policy is to allow the shoreline to evolve naturally and provide the coastal defence.
<b>Medium-term</b>	<b>No Active Intervention</b> - As per the short-term policy, the medium-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.
<b>Long-term</b>	<b>No Active Intervention</b> - As per the short and medium-term policies, the long-term policy is to allow the shoreline to evolve naturally and provide the coastal defence. The effect of rising sea levels on this policy unit is expected to be relatively minor due to the steep topography.

<b>Sub-cell: A4</b>					
<b>Location reference: Drumadoon Point to Tormore</b>					
<b>Policy Unit reference: A4.1</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Medium-term</b>	No significant impact. No properties are predicted to be at risk and no construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No construction of shoreline management measures is anticipated.	No significant impact. No infrastructure assets identified to be at risk of coastal flooding or erosion and no construction of shoreline management measures is anticipated.
<b>Long-term</b>	No significant impact. No properties are predicted to be at risk and no	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No construction of shoreline management	No significant impact. No infrastructure assets identified to be at risk of coastal

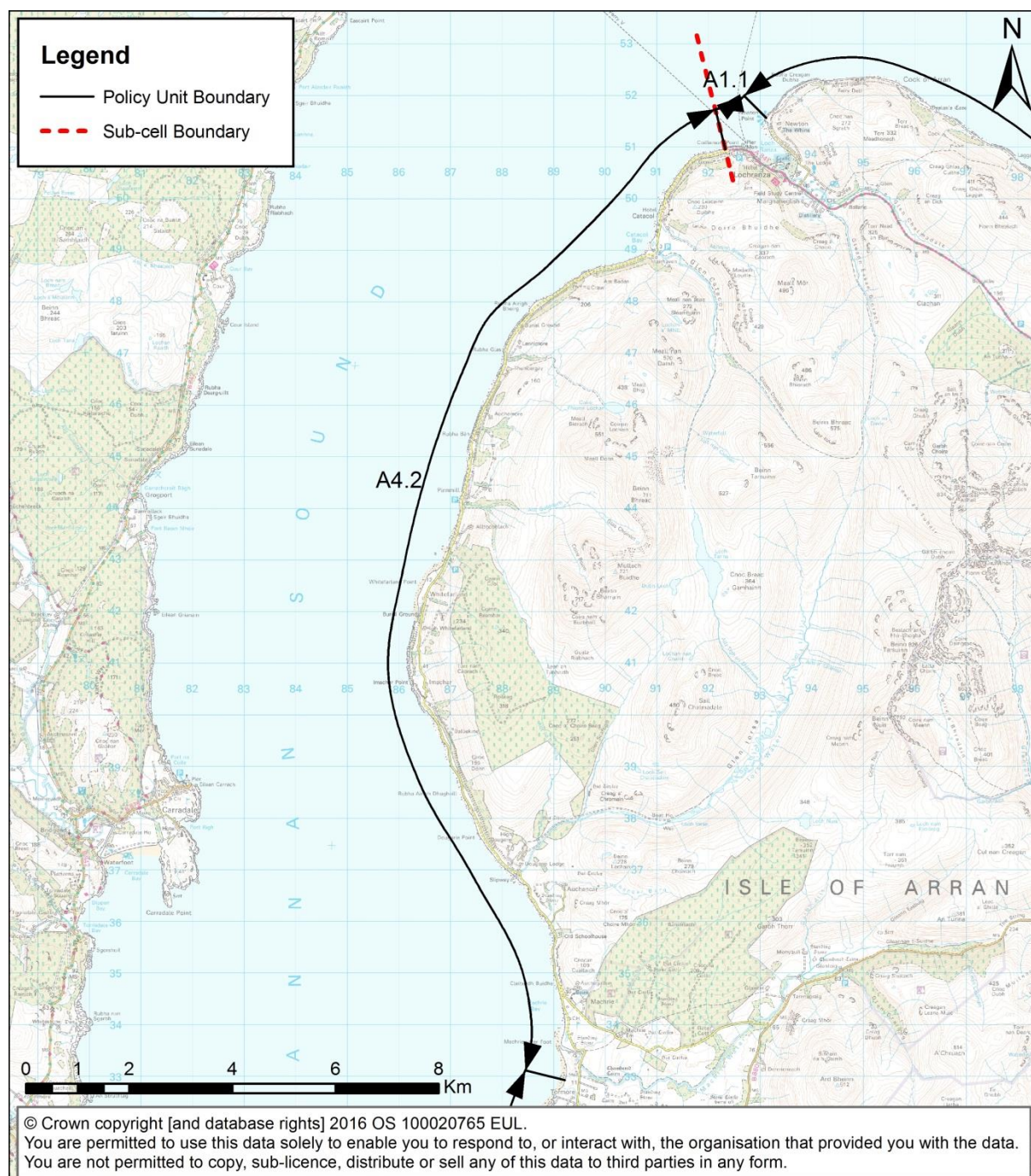
	construction of shoreline management measures is anticipated.	measures is anticipated.	measures is anticipated.	measures is anticipated.	flooding or erosion and no construction of shoreline management measures is anticipated.
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### 5.2.14.2 Policy unit A4.2: Machrie Bay to Lochranza

Sub-cell: A4

Location reference: Machrie Bay to Lochranza

Policy Unit reference: A4.2



**Figure 5.31 Policy Unit A4.2**



<b>Sub-cell:</b> A4	
<b>Location reference:</b> Machrie Bay to Lochranza	
<b>Policy Unit reference:</b> A4.2	
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. The SEPA flood maps indicate a medium likelihood of coastal flooding to one residential property at Dougarie, along with significant sections of the A841 at Machrie Bay, Dougarie, Pirnmill, Thundergay and Catacol Bay. One non-residential property and a section of the A841 were also found to be at risk due to coastal erosion at Machrie Bay. Machrie Bay Golf Club is predicted to be at risk due to both coastal flooding and coastal erosion. The Plan for this Policy Unit will consist of protecting the assets at risk from flooding and erosion.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> - Coastal defences are already present in this policy unit. The existing defences should be maintained and may need extended in the short term to protect assets at risk.
<b>Medium-term</b>	<b>Hold the Line/ Managed Realignment</b> – The predicted effect of sea level rise on this policy unit is relatively minor, with the most significant impact being an increased length of road subject to flooding and erosion. Coastal defences may need to be extended in order to protect against this increase in sea level. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line/ Managed Realignment</b> - The predicted effect of sea level rise on this policy unit is relatively minor, with the most significant impact being an increased length of road subject to flooding and erosion. Coastal defences may need to be extended in order to protect against this increase in sea level. Consideration should also be given to the alternative of diverting the road and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.

<b>Sub-cell: A4</b>					
<b>Location reference: Machrie Bay to Lochranza</b>					
<b>Policy Unit reference: A4.2</b>					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of heritage features including the Dougarie Lodge Boat House.	Potential for temporary slight negative impacts during the construction phase due to disturbance to the A841 road. Potential positive impact to Machrie Bay Golf Club managing flood and erosion risk.
<b>Medium-term</b>	Potential positive impact as one RP will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including the Dougarie Lodge Boat House as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Machrie Bay Golf Club as these assets are likely to benefit from flood and erosion protection.



		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Potential positive impact as one RP will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	Potential positive impact to heritage features including the Dougarie Lodge Boat House as these assets may benefit from flood protection.	Potential positive impact to the A841 road and Machrie Bay Golf Club as these assets are likely to benefit from flood and erosion protection.

**5.2.14.3 Sub-cell A4: Opportunities for integrated shoreline management**

<b>Sub-cell:</b>	<b>A4</b>
<b>Location reference:</b>	<b>Drumadoon Point to Lochranza</b>
<b>Policy Unit reference:</b>	<b>A4.1 – A4.2</b>
<b>Opportunities for integrated shoreline management</b>	Two different policies have been identified for the policy units within sub-cell A4; <b>Hold the Line</b> and <b>No Active Intervention</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.

### 5.2.15 Sub-cell: Great Cumbrae

The sub-cell of Great Cumbrae contains a single policy unit for the island.

#### 5.2.15.1 Policy unit: Great Cumbrae

Sub-cell: Great Cumbrae

Location reference: Great Cumbrae

Policy Unit reference: Great Cumbrae



**Figure 5.32 Policy Unit Great Cumbrae**

<b>Sub-cell:</b>	<b>Great Cumbrae</b>
<b>Location reference:</b>	<b>Great Cumbrae</b>
<b>Policy Unit reference:</b>	<b>Great Cumbrae</b>
<b>Summary of the preferred Plan recommendations and justification</b>	The long-term plan for this Policy Unit is to hold the existing line. Properties at Millport and the Water Sports Centre are predicted to be at risk of coastal flooding, as identified by both the SEPA flood maps and a detailed Flood Risk Assessment undertaken for Millport in 2015. The Millport flood study recommended a flood alleviation scheme for Millport including a harbour breakwater, flood walls and shore connected rock breakwaters. This Scheme is currently in the outline design optimisation stage. Roads to the north of the island are also shown to be at risk due to coastal flooding by the SEPA flood maps.
<b>Policies to implement the Plan:</b>	
<b>Short-term</b>	<b>Hold the Line</b> – The Millport Flood Protection Scheme is to be progressed. This will provide protection to people, property and services. Flood risk to the road should also be managed which may require existing defences to be upgraded.
<b>Medium-term</b>	<b>Hold the Line/ Managed Realignment</b> – The flood alleviation scheme at Millport has been designed to provide a standard of protection of 1 in 200 years. Flood defences at Millport may need to be extended in the medium to long-term to provide flood protection to all assets due to sea level rise. Consideration should also be given to the alternative of diverting roads to the north of the island and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.
<b>Long-term</b>	<b>Hold the Line/ Managed Realignment</b> - The flood alleviation scheme at Millport has been designed to provide a standard of protection of 1 in 200 years. Flood defences at Millport may need to be extended in the medium to long-term to provide flood protection to all assets due to sea level rise. Works may be required to protect the road from flooding. Consideration should also be given to the alternative of diverting roads to the north of the island and undertaking a managed realignment of the coast if holding the existing line is overly onerous in the medium to long-term.

<b>Sub-cell:</b> Great Cumbrae					
<b>Location reference:</b> Great Cumbrae					
<b>Policy Unit reference:</b> Great Cumbrae					
<b>Predicted implications of the preferred Plan for this location:</b>					
<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity, Recreation &amp; Infrastructure</b>
<b>Short-term</b>	Potential for temporary negative impacts during construction phase due to noise, vibration, traffic etc.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences.	Potential for slight negative impacts to local receptors during construction due to augmentation of the existing shoreline management measures.	Potential slight negative impacts on the setting of Millport Conservation Area during construction.	Potential for temporary slight negative impacts during the construction phase due to disturbance to a number of B roads.
<b>Medium-term</b>	Slight positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species	No significant impact on the overall landscape and seascape anticipated.	No significant impact providing shoreline management measures are designed to be in keeping with the area.	Potential positive impact to a number of B roads as these assets are likely to benefit from flood protection.

		due to habitat creation if soft shoreline protection measures are incorporated.			
<b>Long-term</b>	Slight positive impact as a number of properties will benefit from flood protection.	Potential moderate negative impacts to a nationally protected site and potential slight negative impacts to local habitats and species from construction or rehabilitation of hard defences. Potential slight positive impacts on local habitats and species due to habitat creation if soft shoreline protection measures are incorporated.	No significant impact on the overall landscape and seascape anticipated.	No significant impact providing shoreline management measures are designed to be in keeping with the area.	Potential positive impact to a number of B roads as these assets are likely to benefit from flood protection.

**5.2.15.2 Sub-cell Great Cumbrae: Opportunities for integrated shoreline management**

<b>Sub-cell:</b>	Great Cumbrae
<b>Location reference:</b>	Great Cumbrae
<b>Policy Unit reference:</b>	Great Cumbrae
<b>Opportunities for integrated shoreline management</b>	There is a single policy unit within sub-cell Great Cumbrae, which has the policy <b>Hold the Line</b> . No significant opportunities for integrated shoreline management within this sub-cell have been identified.



## **6 ACTION PLAN**

### **6.1 INTRODUCTION**

The Ayrshire SMP identifies policies for each section of shoreline along the Ayrshire coast in the short (0 – 20 years), medium (20 – 50 years), and long-term (50 – 100 years). An action plan has been derived in order to set out the methods by which these policies may be implemented.

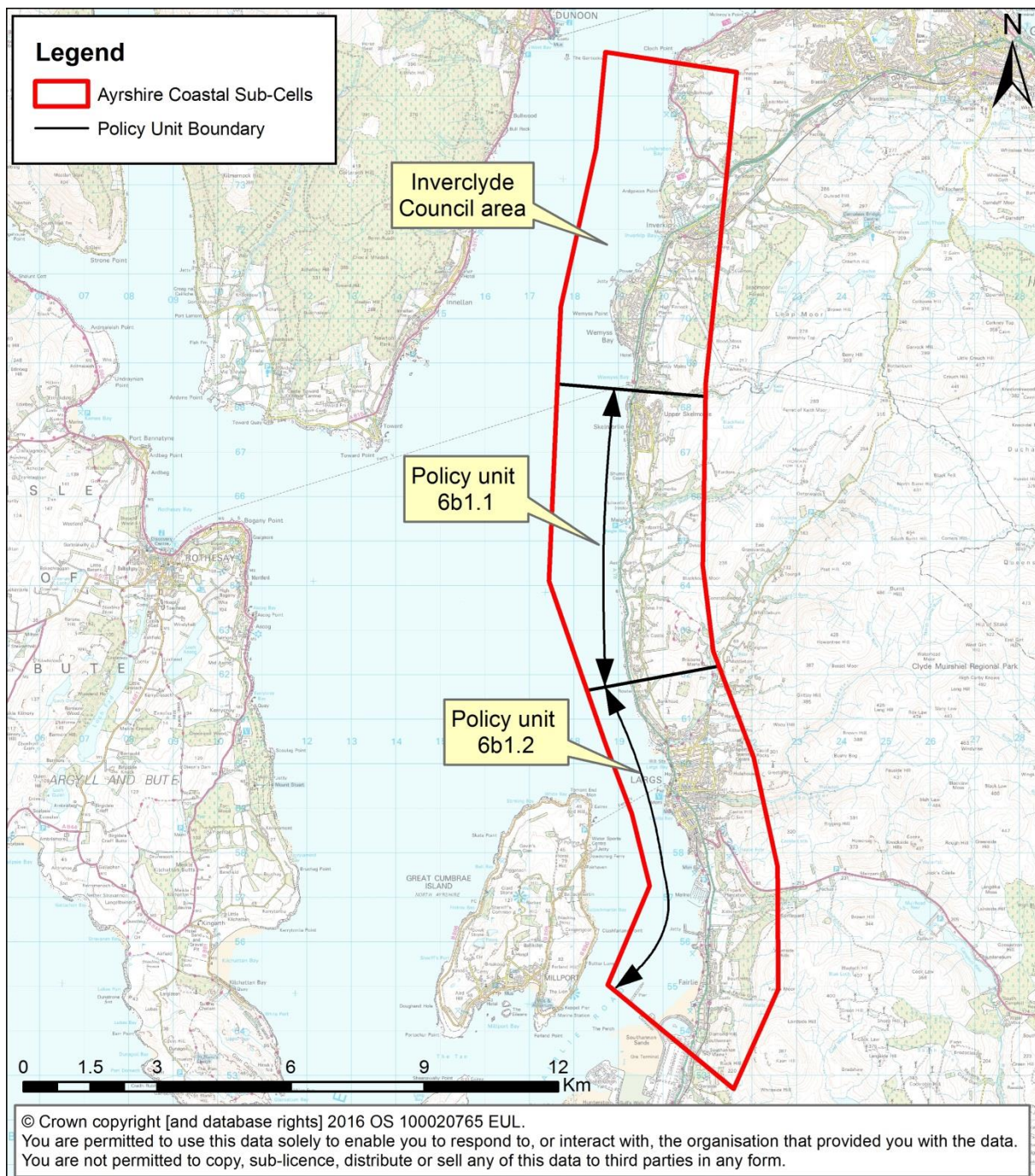
The action plan has focussed on defining short-term actions as the level of uncertainty is much higher in terms of defining medium to long-term actions and identifying funding sources and strategy.

#### **6.1.1 Objectives**

The objectives of the action plan are to:

- Facilitate implementation of the SMP policies;
- Identify and/or promote studies to further/improve understanding where this is required to resolve policy and/or implementation;
- Promote use of the SMP recommendations in spatial planning;
- Identify procedures for the management of the SMP until its next review; and
- Establish a framework to monitor progress against the action plan and initiate future SMP review.

## 6.2 SUB-CELL 6B1 ACTION PLAN: CLOCH POINT – HUNTERSTON ORE TERMINAL



**Figure 6.1 Sub-cell 6b1 and associated policy units**

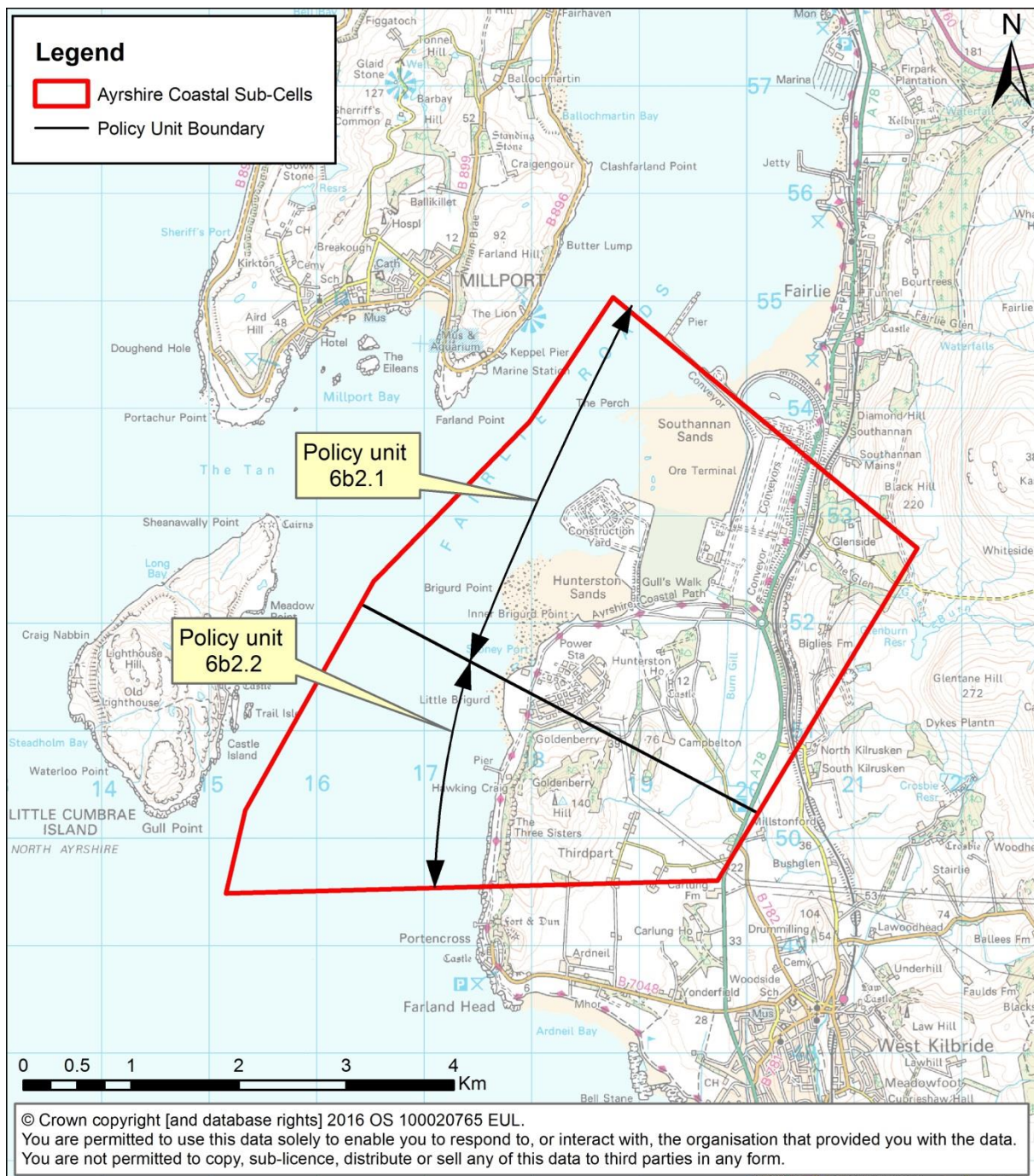
**Table 6.1 Sub-cell 6b1 Action Plan: Cloch Point – Hunterston Ore Terminal**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6b1	All	Skelmorlie to Hunterston Ore Terminal	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this sub-cell. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council, Scotland Transerv, Network Rail, Scottish Water	H	Ongoing
6b1	All	Skelmorlie to Hunterston Ore Terminal	Detailed flood, erosion and wave overtopping feasibility study.	Evaluate the risk to properties and the A78 within sub-cell 6b1 due to coastal flooding, erosion and wave overtopping. Determine and assess potential shoreline management options.	North Ayrshire Council, Transport Scotland	H	Short-term
6b1	6b1.1	Skelmorlie to Largs	Implement shoreline management to protect A78.	Undertake shoreline management based on feasibility study to protect the A78 from coastal flooding and erosion.	Transport Scotland	M	Short to Medium-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6b1	6b1.2	Largs to Hunterston Ore Terminal	Implement shoreline management at Largs.	Undertake shoreline management as per feasibility study to protect assets at Largs from coastal flooding, erosion and wave overtopping.	North Ayrshire Council	H	Short to Medium-term



### 6.3 SUB-CELL 6B2 ACTION PLAN: HUNTERSTON ORE TERMINAL – FARLAND HEAD



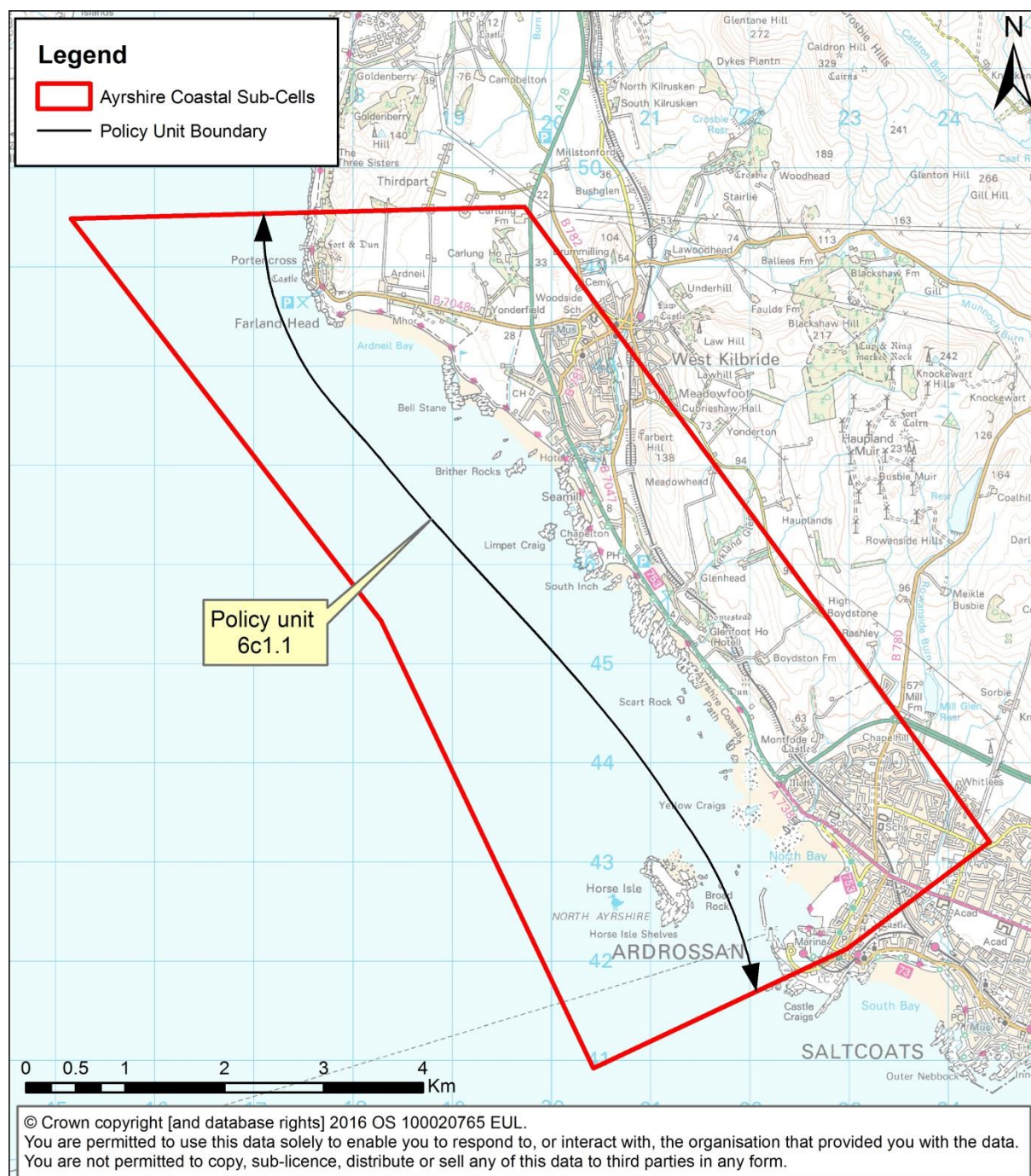
**Figure 6.2 Sub-cell 6b2 and associated policy units**

**Table 6.2 Sub-cell 6b2 Action Plan: Hunterston Ore Terminal – Farland Head**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6b2	All	Hunterston to Farland Head	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this sub-cell. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council	H	Ongoing
6b2	All	Hunterston to Farland Head	Flood and erosion feasibility study if required.	Carry out detailed assessment of the risk due to coastal flooding and erosion of any proposed development within sub-cell 6b2 and determine appropriate mitigation options for any proposed development.	Asset owner/ developer	L	As required
6b2	6b2.1	Hunterston	Implement shoreline management.	Undertake shoreline management as per feasibility study to protect new development if required.	Asset owner/ developer	L	As required



## 6.4 SUB-CELL 6C1 ACTION PLAN: FARLAND HEAD – ARDROSSAN



**Figure 6.3 Sub-cell 6c1 and associated policy units**

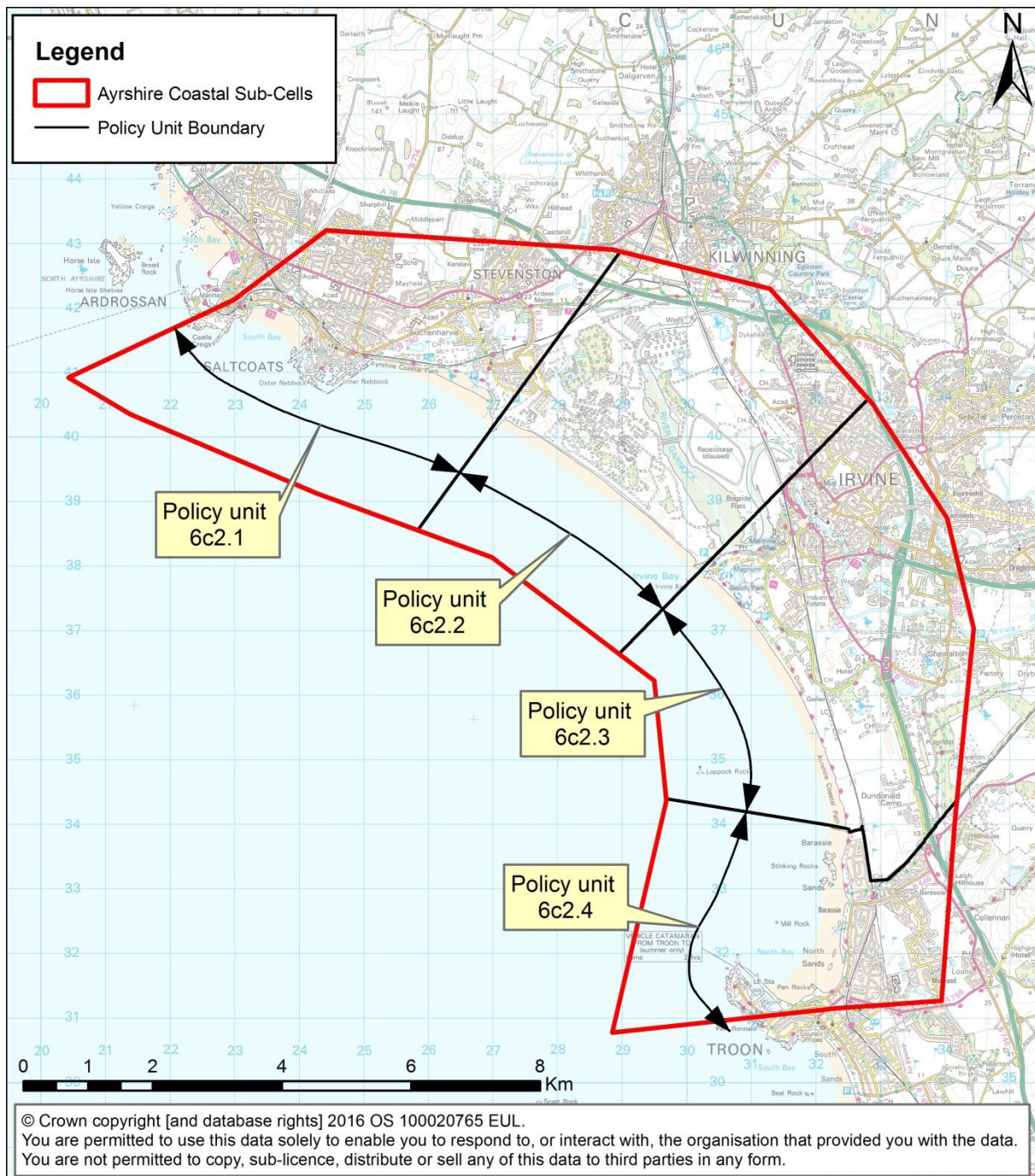


**Table 6.3 Sub-cell 6c1 Action Plan: Farland Head – Ardrossan**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c1	All	Farland Head to Ardrossan	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this sub-cell. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council, West Kilbride Golf Club, Seamill Hydro Hotel, Scottish Water, Scotland Transerv	H	Ongoing
6c1	All	Farland Head to Ardrossan	Detailed flood, erosion and wave overtopping feasibility study.	Evaluate the risk to properties and Scottish Water assets within sub-cell 6c1 due to coastal flooding, erosion and wave overtopping. Determine and assess potential shoreline management options.	North Ayrshire Council, Scottish Water	H	Short-term
6c1	All	Farland Head to Ardrossan	Implement shoreline management.	Undertake shoreline management as per feasibility study to protect assets at risk due to coastal flooding, erosion and wave overtopping.	North Ayrshire Council	H	Short to Medium-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c1	All	Farland Head to Ardrossan	Manage risk to Scottish Water asset.	Undertake shoreline management as per feasibility study to protect Scottish Water assets.	Scottish Water	M	Short to Medium-term

## 6.5 SUB-CELL 6C2 ACTION PLAN: ARDROSSAN – TROON



**Figure 6.4 Sub-cell 6c2 and associated policy units**

**Table 6.4 Sub-cell 6c2 Action Plan: Ardrossan – Troon**

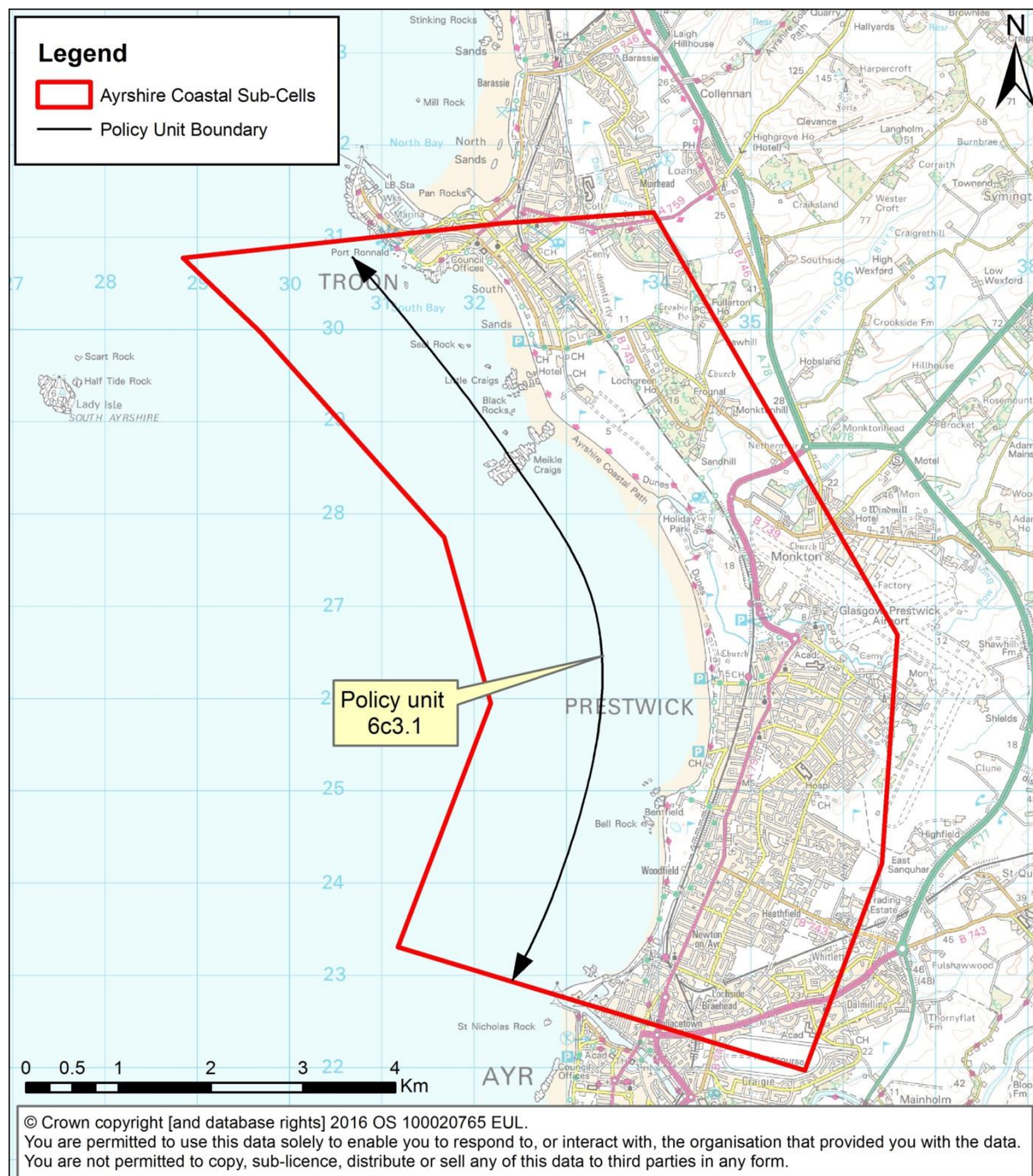
Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c2	All	Ardrossan to Troon	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this sub-cell. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council, South Ayrshire Council, Scotland Transerv, Network Rail, ICI	H	Ongoing
6c2	6c2.4	Gailes Burn to Troon	Dune restoration.	Continue dune restoration works in this policy unit.	South Ayrshire Council	H	Ongoing
6c2	All	Ardrossan to Troon	Detailed coastal flooding and erosion feasibility study.	Evaluate the risk to properties, Network Rail assets and private land within sub-cell 6c2 due to coastal flooding and erosion. Determine and assess potential shoreline management options.	North Ayrshire Council, South Ayrshire Council, Network Rail, ICI	H	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c2/ 6c3	6c2.4/ 6c3.1	Gailes Burn to Ayr	Detailed wave overtopping study.	Detailed study to evaluate the risk due to wave overtopping. Determine and assess options to manage flood risk due to wave overtopping at Troon.	South Ayrshire Council	H	Short-term
6c2	6c2.1	Ardrossan to Stevenston	Flood and erosion management at Saltcoats and Stevenston.	Undertake shoreline management to mitigate flood risk and control erosion at Saltcoats and Stevenston based on feasibility study.	North Ayrshire Council	M	Short to Medium-term
6c2	6c2.2	Stevenston to Irvine Bay	Erosion management.	Undertake shoreline management to control erosion and prevent potential contamination based on feasibility study.	Asset owner – ICI	M	Medium-term
6c2	6c2.3	Irvine Bay to Gailes Burn	Flood and erosion management along River Irvine and at Barassie.	Undertake shoreline management to mitigate flood risk adjacent to the River Irvine and to control erosion at Barassie/Irvine beach park based on feasibility study.	North Ayrshire Council	H	Short to Medium-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c2	6c2.4	Gailes Burn to Troon	Flood management at Troon.	Undertake shoreline management to mitigate flood risk due to coastal inundation and wave overtopping to properties and other assets at Troon based on feasibility and wave overtopping studies.	South Ayrshire Council	H	Short to Medium-term



## 6.6 SUB-CELL 6C3 ACTION PLAN: TROON – AYR



**Figure 6.5 Sub-cell 6c3 and associated policy units**

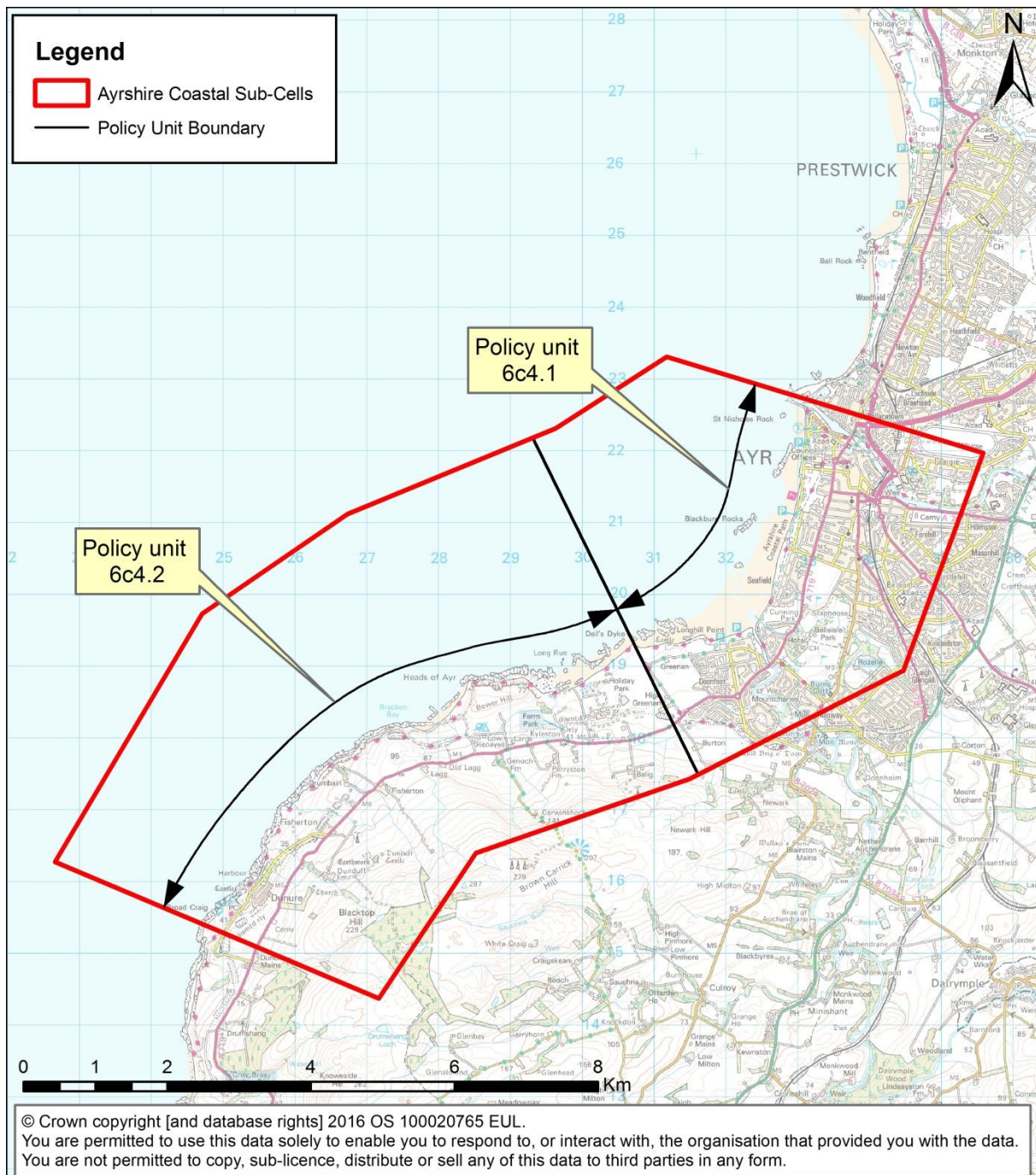


**Table 6.5 Sub-cell 6c3 Action Plan: Troon – Ayr**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c3	All	Troon to Ayr	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this sub-cell. Regular condition monitoring should be undertaken and repairs carried out where necessary.	South Ayrshire Council, Scottish Water, Scotland Transerv, Royal Troon Golf Club, Prestwick Golf Club	H	Ongoing
6c3	All	Troon to Ayr	Detailed flood, erosion and wave overtopping feasibility study.	Evaluate the risk to properties and Scottish Water assets within sub-cell 6c3 due to coastal flooding, erosion and wave overtopping. Determine and assess potential shoreline management options.	South Ayrshire Council, Scottish Water	H	Short-term
6c3	All	Troon to Ayr	Erosion protection at Newton shore.	Undertake detailed design and implement erosion protection at Newton shore.	South Ayrshire Council	M	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c3	All	Troon to Ayr	Flood and erosion management at Troon, Prestwick beach and Ayr.	Undertake shoreline management to mitigate flood risk, control erosion and manage wave overtopping at Troon, Prestwick beach and Ayr based on feasibility study.	South Ayrshire Council	M	Short to Medium-term
6c3	All	Troon to Ayr	Manage risk to Scottish Water asset.	Undertake shoreline management as per feasibility study to protect Scottish Water assets.	Scottish Water	M	Short to Medium-term

## 6.7 SUB-CELL 6C4 ACTION PLAN: AYR – DUNURE



**Figure 6.6 Sub-cell 6c4 and associated policy units**

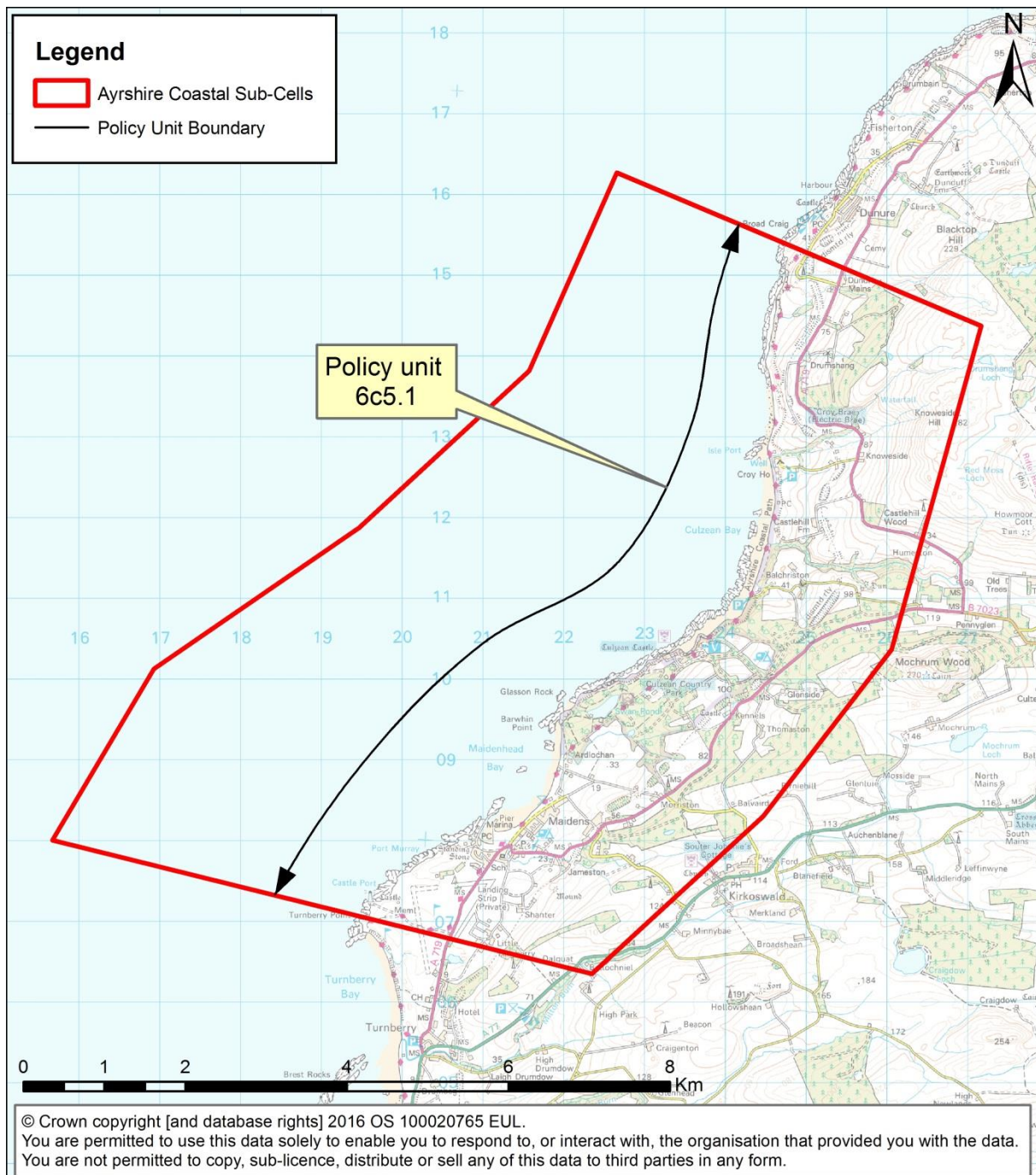
**Table 6.6 Sub-cell 6c4 Action Plan: Ayr – Dunure**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c4	6c4.1	Ayr to Grenan Castle	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	South Ayrshire Council, Scotland Transerv	H	Ongoing
6c4	6c4.1	Ayr to Grenan Castle	Maintain South pier.	Continue maintenance of South Pier due to its importance for the port of Ayr.	South Ayrshire Council	M	Ongoing
6c4	6c4.1	Ayr to Grenan Castle	Detailed coastal flooding and wave overtopping feasibility study.	Detailed feasibility study to evaluate the risk due to coastal flooding at Ayr, Seafield and Doonfoot, and to assess the risk due to wave overtopping along the promenade at south Ayr. Determine and assess potential shoreline management options.	South Ayrshire Council	H	Short-term
6c4	6c4.2	Grenan Castle to Dunure	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	South Ayrshire Council	L	Short to Long-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c4	6c4.1	Ayr to Grenan Castle	Flood and wave overtopping management at Ayr.	Undertake shoreline management to mitigate flood risk and manage wave overtopping at Ayr, Seafield and Doonfoot based on feasibility study.	South Ayrshire Council	M	Short to Medium-term



## 6.8 SUB-CELL 6C5 ACTION PLAN: DUNURE – TURNBERRY



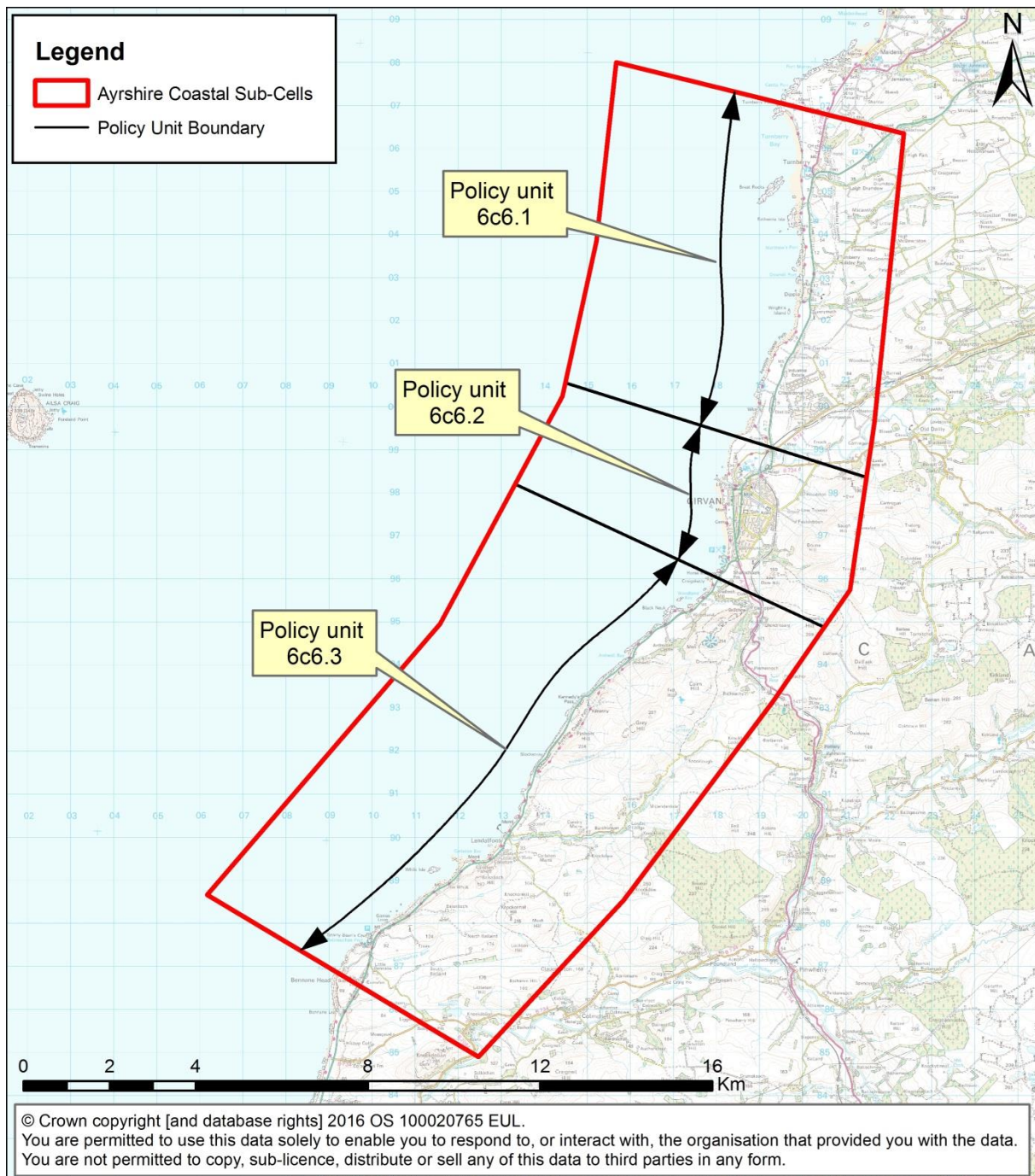
**Figure 6.7 Sub-cell 6c5 and associated policy units**



**Table 6.7 Sub-cell 6c5 Action Plan: Dunure – Turnberry**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c5	All	Dunure to Turnberry	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	South Ayrshire Council, Turnberry Golf Course	L	Short to Long-term

## 6.9 SUB-CELL 6C6 ACTION PLAN: TURNBERRY – BENNANE HEAD



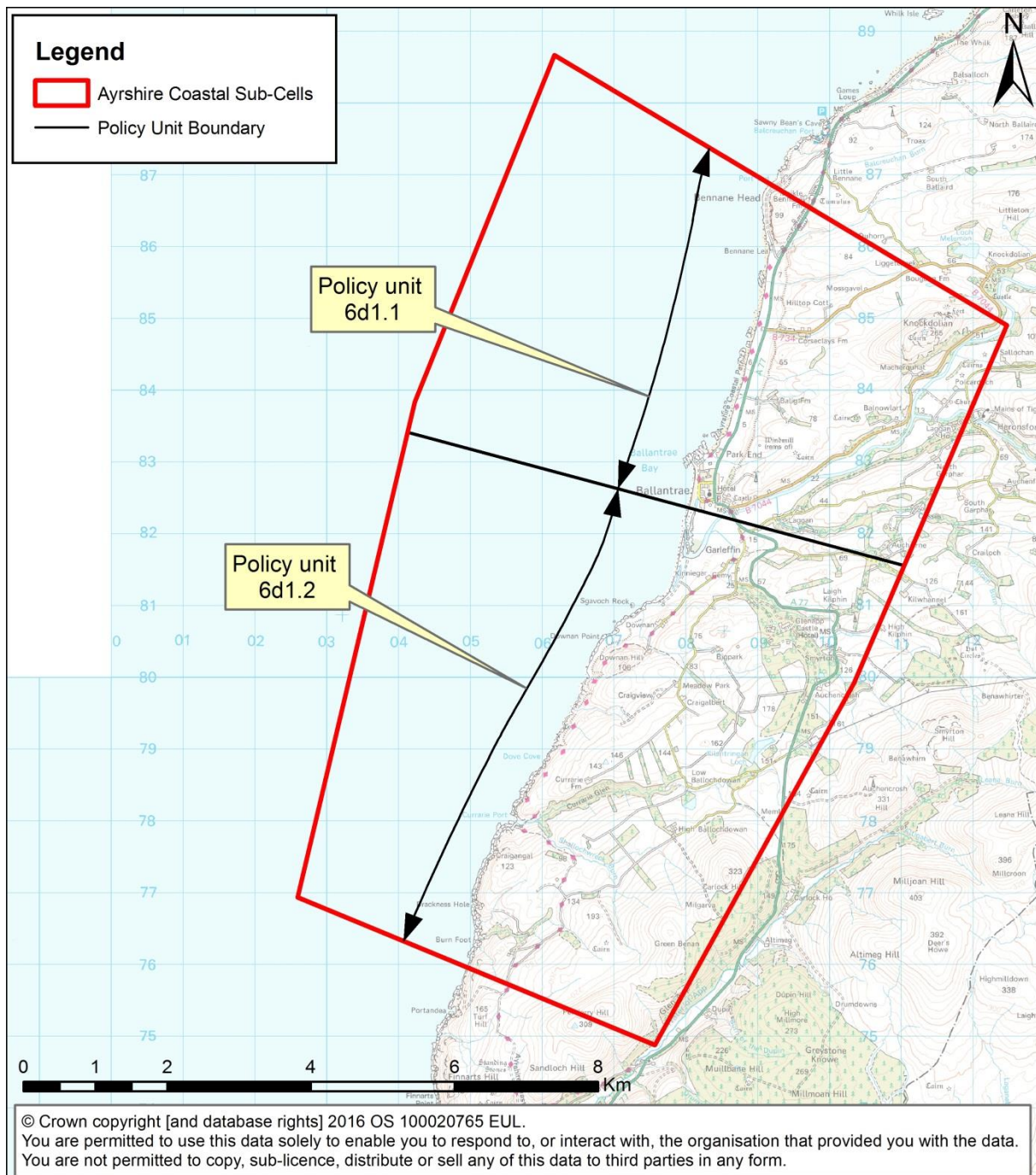
**Figure 6.8 Sub-cell 6c6 and associated policy units**

**Table 6.8 Sub-cell 6c6 Action Plan: Turnberry – Bennane Head**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c6	6c6.1	Turnberry to North Girvan	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	South Ayrshire Council	L	Short to Long-term
6c6	6c6.2/ 6c6.3	Girvan to Bennane Head	Maintenance of existing defences.	Maintenance of coastal defences currently in place within these policy units. Regular condition monitoring should be undertaken and repairs carried out where necessary.	South Ayrshire Council, Scotland Transerv, Turnberry Golf Course, Girvan Golf Club	H	Ongoing
6c6	6c6.2/ 6c6.3	Girvan to Bennane Head	Detailed coastal/ fluvial flooding and coastal erosion feasibility study.	Evaluate coastal/ fluvial flood risk from the Water of Girvan and Mill Burn and the coastal flood risk to the A77. Evaluate coastal erosion risk to Girvan Golf Course and the A77. Determine and assess potential shoreline management options.	South Ayrshire Council, Transport Scotland, Girvan Golf Club	H	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6c6	6c6.2	Girvan	Undertake erosion protection at Girvan Golf Course.	Undertake shoreline management to mitigate erosion risk at Girvan Golf Course based on feasibility study.	Girvan Golf Club	L	Short to Medium-term
6c6	6c6.2	Girvan	Undertake flood protection at Girvan.	Implement flood protection scheme at Girvan to protect against fluvial and coastal flooding based on feasibility study.	South Ayrshire Council	H	Short to Medium-term
6c6	6c6.3	South Girvan to Bennane Head	Undertake flood and erosion protection for the A77.	Undertake shoreline management to mitigate flood and erosion risk to the A77 based on feasibility study.	Transport Scotland	M	Short to Medium-term

## 6.10 SUB-CELL 6D1 ACTION PLAN: BENNANE HEAD – CURRARIE PORT



**Figure 6.9 Sub-cell 6d1 and associated policy units**

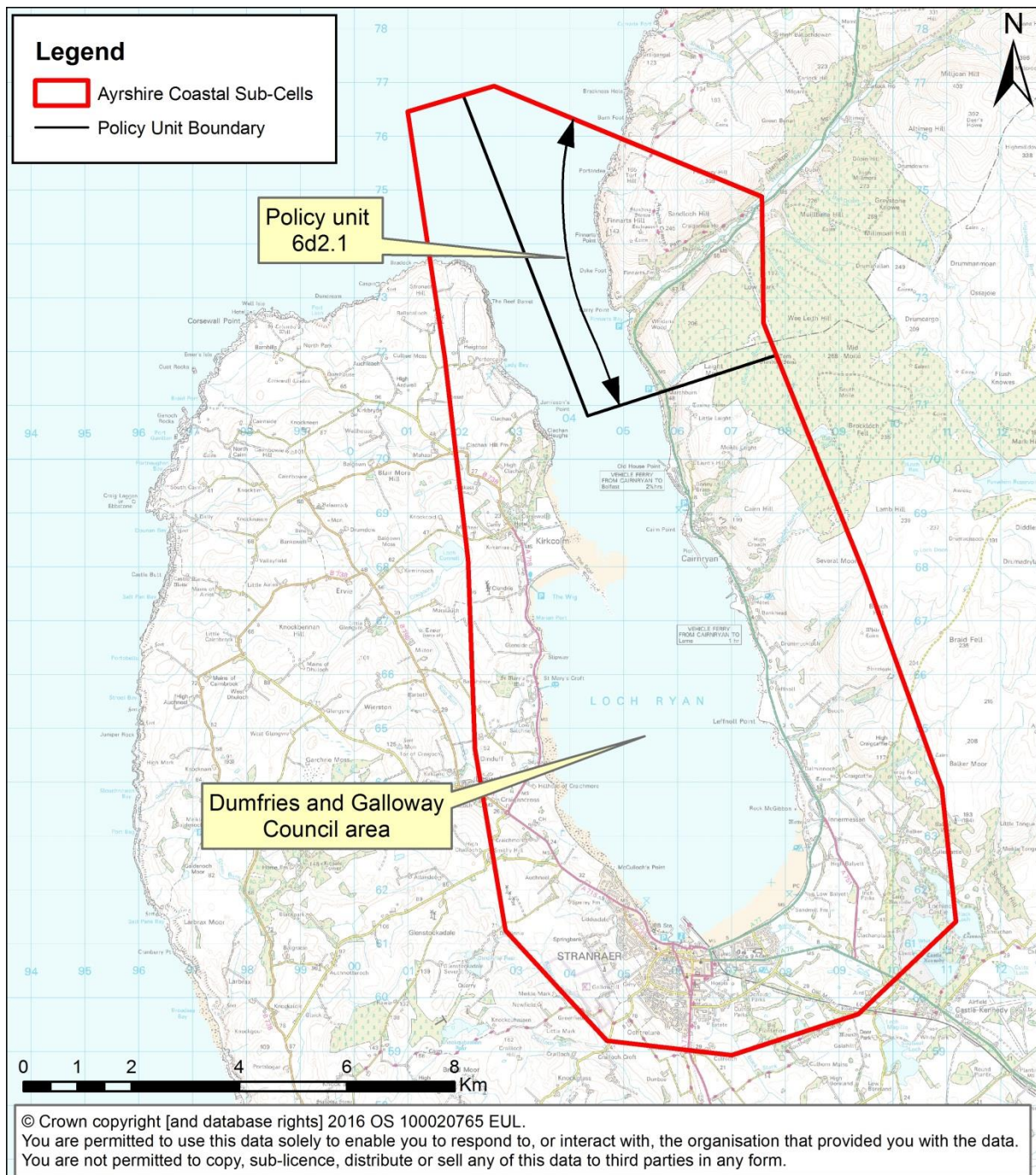


**Table 6.9 Sub-cell 6d1 Action Plan: Bennane Head – Currarie Port**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6d1	6d1.1	Bennane Head to Ballantrae	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	South Ayrshire Council, Scotland Transerv	H	Ongoing
6d1	6d1.1	Bennane Head to Ballantrae	Coastal flood and erosion feasibility study.	Detailed assessment of the flood and erosion risk to the A77. Assessment of management options.	Transport Scotland	H	Short-term
6d1	6d1.1	Bennane Head to Ballantrae	Coastal flood and erosion protection.	Undertake shoreline management to protect the A77 from coastal flooding and erosion based on feasibility study.	Transport Scotland	M	Short-term
6d1	6d1.2	South Ballantrae to Currarie Port	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	South Ayrshire Council	L	Short to Long-term



## 6.11 SUB-CELL 6D2 ACTION PLAN: CURRARIE PORT – MILLEUR POINT



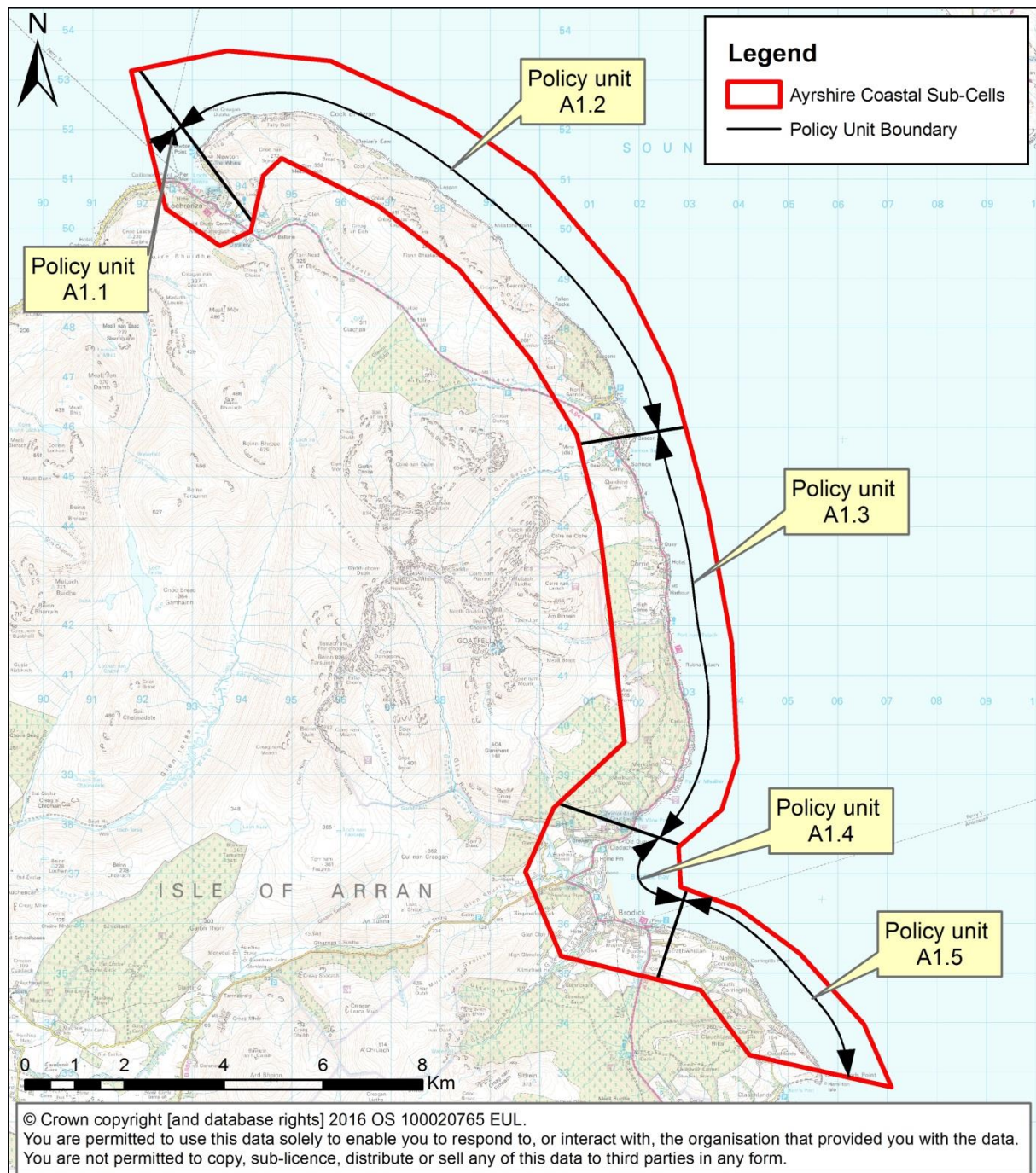
**Figure 6.10 Sub-cell 6d2 and associated policy units**

**Table 6.10 Sub-cell 6d2 Action Plan: Currarie Port – Milleur Point**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
6d2	6d2.1	Currarie Port to Galloway Burn	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	South Ayrshire Council	L	Short to Long-term



## 6.12 SUB-CELL A1 ACTION PLAN: LOCHRANZA – CLAUCHLANDS POINT



**Figure 6.11 Sub-cell A1 and associated policy units**

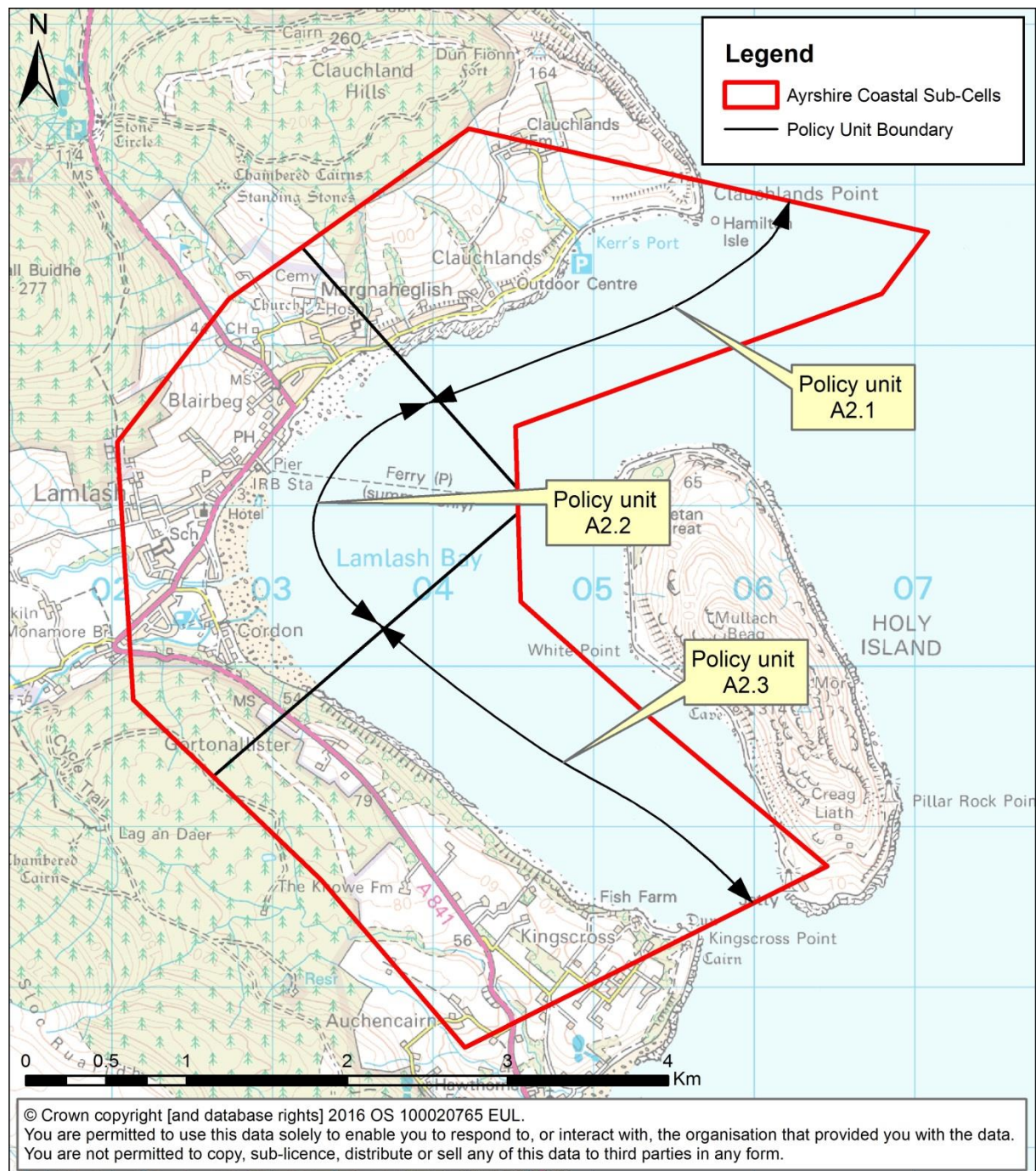
**Table 6.11 Sub-cell A1 Action Plan: Lochranza – Clauchlands Point**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A1	A1.1, A1.3, A1.4	Lochranza and Sannox to Brodick	Maintenance of existing defences.	Maintenance of coastal defences currently in place within these policy units. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council, Caledonian MacBrayne	H	Ongoing
A1	A1.2, A1.5	Lochranza to Sannox and Brodick to Clauchlands Point	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in these policy units. The shoreline will be allowed to revert to a natural state.	North Ayrshire Council	L	Short to Long-term
A1	A1.1, A1.3, A1.4	Lochranza and Sannox to Brodick	Integrated flood, erosion and wave overtopping feasibility study.	Undertake a detailed feasibility study to assess the risk due to flooding from all sources including coastal, fluvial, pluvial and groundwater at Lochranza. Assess coastal flood and erosion risk to the A841 and wave overtopping risk at Brodick. Determine shoreline management options.	North Ayrshire Council	H	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A1	A1.1	Lochranza	Flood protection at Lochranza.	Implement works to protect assets from coastal, fluvial, pluvial and groundwater flooding at Lochranza based on feasibility study.	North Ayrshire Council	H	Short to Medium-term
A1	A1.3	Sannox to Brodick	Flood and erosion protection for the A841.	Undertake shoreline management to protect the A841 from coastal flooding and erosion based on feasibility study.	North Ayrshire Council	L	Short to Medium-term
A1	A1.4	Brodick	Wave overtopping protection and protect landfill site at Brodick.	Undertake shoreline management to defend assets against wave overtopping at Brodick based on feasibility study. Construct preferred option from Coast Protection Optioneering and Design Study for Brodick by AECOM in 2015 to protect landfill site. This consists of constructing two fishtail rock groynes extending from the shore at the southern extent of Brodick beach.	North Ayrshire Council	H	Short to Medium-term



## 6.13 SUB-CELL A2 ACTION PLAN: CLAUCHLANDS POINT – KINGSCROSS POINT



**Figure 6.12 Sub-cell A2 and associated policy units**

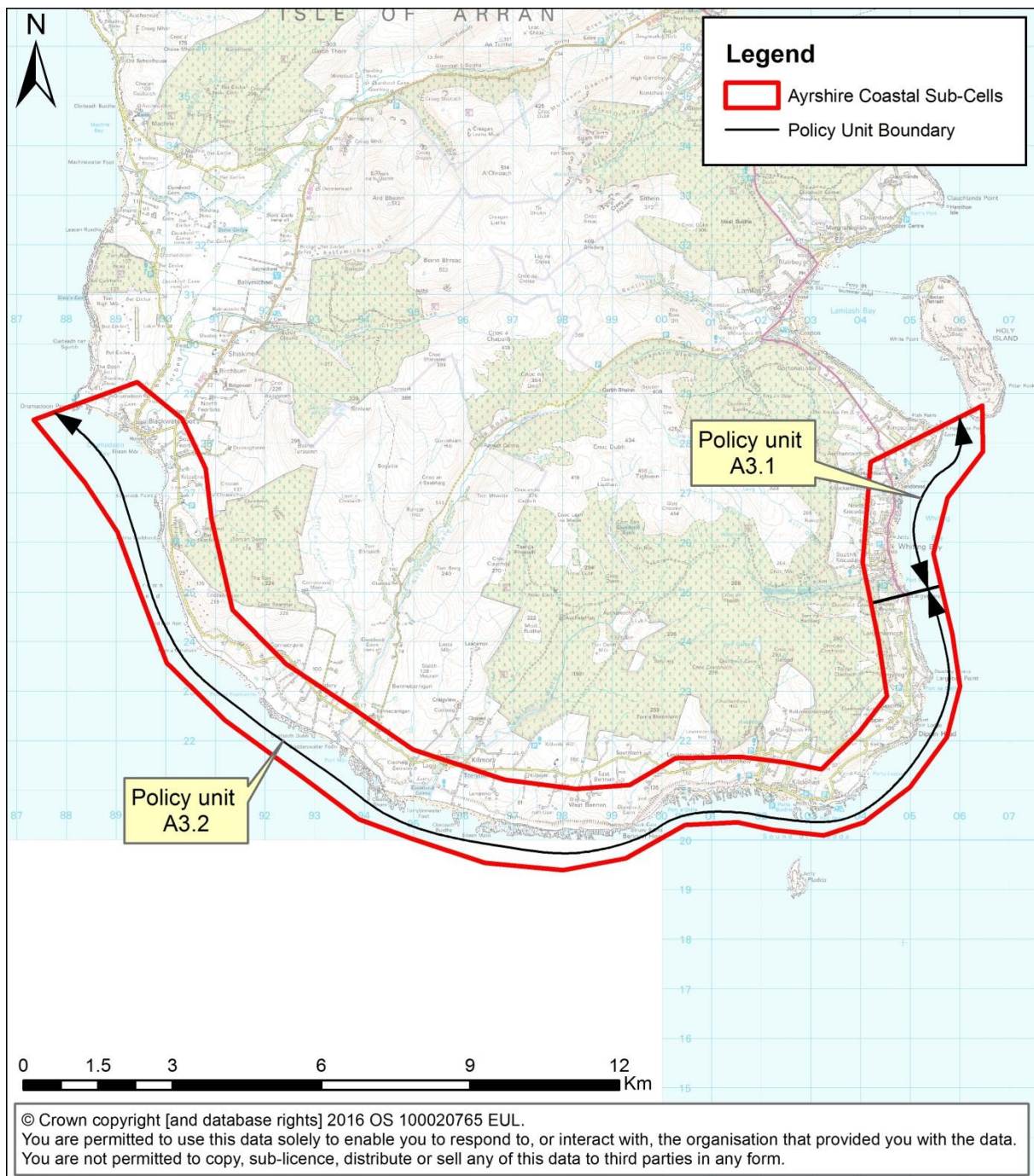


**Table 6.12 Sub-Cell A2 Action Plan: Clauchlands Point – Kingscross Point**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A2	A2.1, A2.3	Clauchlands Point to Kingscross Point (excluding Lamlash)	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in these policy units. The shoreline will be allowed to revert to a natural state.	North Ayrshire Council	L	Short to Long-term
A2	A2.2	Lamlash	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council, Scottish Water	H	Ongoing
A2	A2.2	Lamlash	Flood, erosion and wave overtopping study.	Detailed assessment of the risks due to coastal flooding, erosion and wave overtopping in this policy unit, along with an assessment of potential management options.	North Ayrshire Council, Scottish Water	H	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A2	A2.2	Lamlash	Coastal flood, erosion and wave overtopping protection at Lamlash.	Undertake shoreline management to mitigate coastal flood, erosion and wave overtopping risk at Lamlash based on feasibility study.	North Ayrshire Council, Scottish Water	H	Short to Medium-term

## 6.14 SUB-CELL A3 ACTION PLAN: KINGSCROSS POINT – DRUMADOON POINT



**Figure 6.13 Sub-cell A3 and associated policy units**

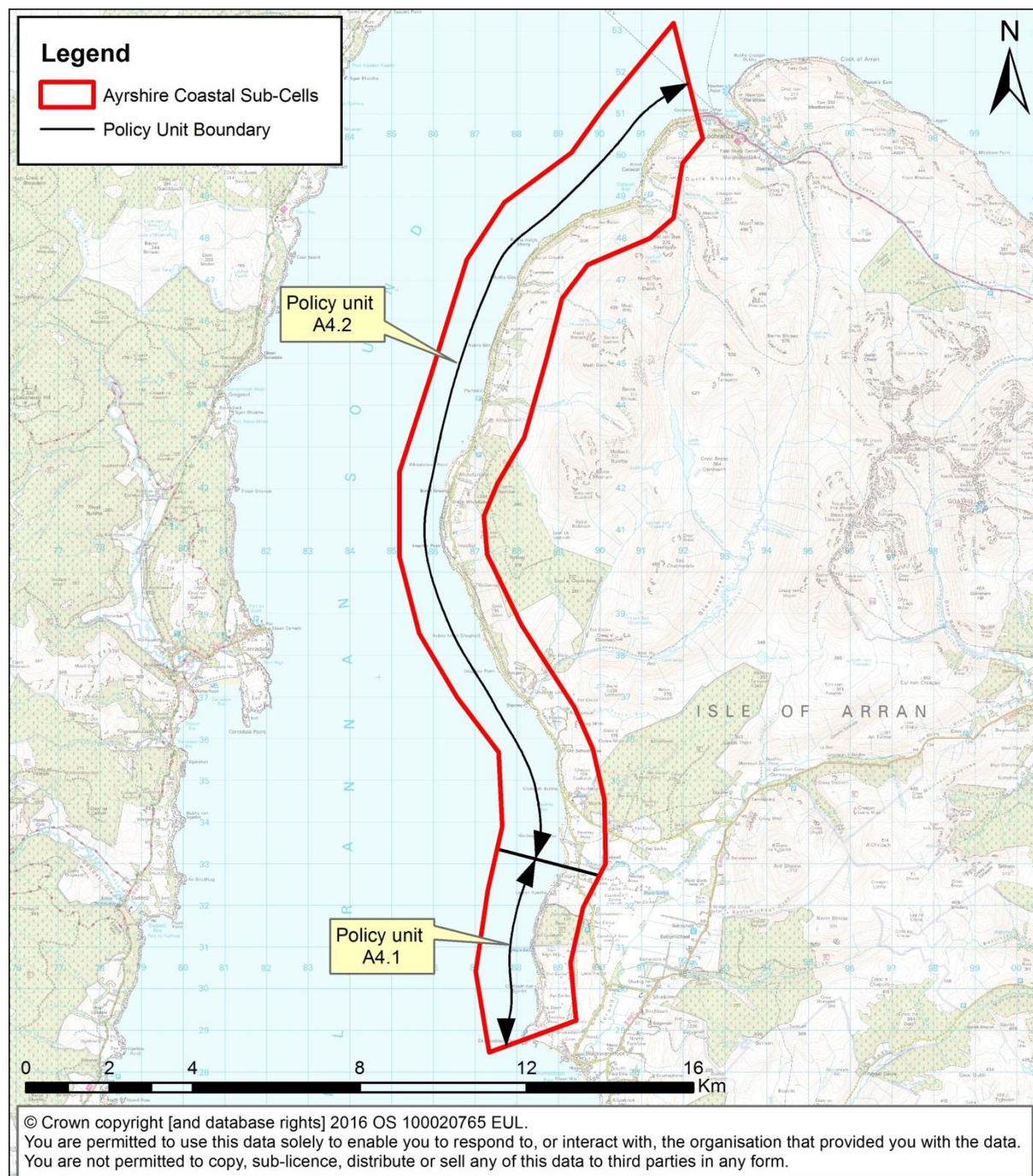
**Table 6.13 Sub-cell A3 Action Plan: Kingscross Point – Drumadoon Point**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A3	A3.1	Whiting Bay	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council	H	Ongoing
A3	A3.1	Whiting Bay	Integrated flood and wave overtopping study.	Detailed assessment of the risk to assets in this policy unit due to coastal flooding, wave overtopping and drainage from fluvial and pluvial flooding. Assessment of flood risk management options.	North Ayrshire Council	H	Short-term
A3	A3.1	Whiting Bay	Flood and wave overtopping protection at Whiting Bay.	Undertake shoreline management to protect assets at Whiting Bay from coastal flooding, wave overtopping and drainage from fluvial and pluvial flooding based on feasibility study.	North Ayrshire Council	H	Short to Medium-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A3	A3.2	Largymore to Drumadoon Point	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	North Ayrshire Council	L	Short to Long-term



## 6.15 SUB-CELL A4 ACTION PLAN: DRUMADOON POINT – LOCHRANZA



**Figure 6.14 Sub-cell A4 and associated policy units**



**Table 6.14 Sub-cell A4 Action Plan: Drumadoon Point – Lochranza**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
A4	A4.1	Drumadoon Point to Tormore	Allow shoreline to function naturally.	No coastal defence measures are to be implemented in this policy unit. The shoreline will be allowed to revert to a natural state.	North Ayrshire Council	L	Short to Long-term
A4	A4.2	Machrie Bay to Lochranza	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council	H	Ongoing
A4	A4.2	Machrie Bay to Lochranza	Coastal flooding and erosion feasibility study.	Detailed assessment of the risk to assets in this policy unit due to coastal flooding and erosion. Assessment of flood risk management options.	North Ayrshire Council	H	Short-term
A4	A4.2	Machrie Bay to Lochranza	Coastal flood and erosion protection.	Undertake shoreline management based on feasibility study to mitigate coastal flood and erosion risk.	North Ayrshire Council	M	Short to Medium-term

[illegible]

**Figure 6.15 Sub-cell Great Cumbrae and associated policy units**

**Table 6.15 Sub-cell Great Cumbrae Action Plan**

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
Great Cumbrae	Great Cumbrae	Great Cumbrae	Maintenance of existing defences.	Maintenance of coastal defences currently in place within this policy unit. Regular condition monitoring should be undertaken and repairs carried out where necessary.	North Ayrshire Council	H	Ongoing
Great Cumbrae	Great Cumbrae	Great Cumbrae	Millport flood scheme.	Construction of the flood scheme at Millport as proposed in the 2015 study. This scheme includes a harbour breakwater, flood walls and shore connected rock breakwaters.	North Ayrshire Council	H	Short-term
Great Cumbrae	Great Cumbrae	Great Cumbrae	Coastal flooding feasibility study.	Detailed assessment of the coastal flood risk to roads to the north of the island. Assessment of flood risk management options.	North Ayrshire Council	L	Short-term

Sub-cell	Policy Unit	Location reference	Action	Description	Responsibility	Priority (H/M/L)	Target Timescale
Great Cumbrae	Great Cumbrae	Great Cumbrae	Coastal flood protection for roads.	Undertake shoreline management to protect roads to the north of the island from coastal flooding based on feasibility study.	North Ayrshire Council	L	Short to Medium-term

## **7 MITIGATION AND MONITORING**

### **7.1 MITIGATION**

Mitigation measures have been recommended where potential negative impacts are likely to result from a proposed measure for shoreline management. These mitigation measures are detailed in the SEA Environmental Report “IBE1107Rp00003”, and aim to prevent, reduce and as fully as possible offset any significant adverse effects on the environment due to the implementation of the Plan.

#### **7.1.1 General Mitigation**

The principal mitigation recommendation is that the predicted negative effects should be considered further during the next stage of policy development, when details of the physical shoreline management measures (e.g. visual appearance and alignment of hard engineering works) can be optimised through detailed feasibility studies and design in order to limit potential identified impacts on sensitive receptors. Where feasible, natural flood management and soft / green engineering methods should be incorporated into the detailed planning to reduce the negative environmental impacts of any scheme.

Further environmental studies based on the detailed design and construction methodology should be undertaken as appropriate. Further Appropriate Assessment, to meet the requirements of the Habitats Directive, of the detailed design and construction methodology will be required at the project level.

Before any works are carried out, detailed method statements and management plans (construction and environmental) should be prepared, to include timing of works, information on the specific mitigation measures to be employed for each works area, and mechanisms for ensuring compliance with environmental legislation and statutory consents.

The timing of construction and maintenance works should be planned to avoid any potential for negative cumulative impacts or inter-relationships with other schemes, plans or projects, yet with a view to optimise any potential positive cumulative impacts or inter-relationships.

Contractors should be required to prepare Construction Environmental Management Plans (CEMPs), which would include a requirement for related plans to be prepared, as appropriate, for project implementation, such as Erosion and Sediment Control, Invasive Species Management, Emergency Response, Traffic and Safety Management, Dust and Noise Minimisation and Stakeholder Communication.

Works should only be carried out once the method statements have been agreed with competent authorities such as SNH, Historic Environment Scotland and SEPA. At the project

level it will not be sufficient to defer the production of construction method statements. These should be completed at the detailed design stage and may be subject to further Appropriate Assessment where potential impacts have been identified in the SEA Environmental Report - IBE1107Rp00003. Where there may be unavoidable impacts on protected habitats and/or species the necessary derogation licences should be applied for prior to seeking planning permission or approval for a scheme.

Marine construction and in stream works, such as sea wall refurbishment, groynes or dredging have the greatest potential for negative impacts during spawning / breeding and early nursery periods for aquatic and marine protected species. No marine or instream works should occur during restricted periods for relevant species and consultation should be undertaken with the appropriate authorities in this regard.

Monitoring of project level mitigation measures should be undertaken during and after works, to ensure effectiveness.

All works and planning of works should be undertaken with regard to all relevant legislation, licensing and consent requirements, and recommended best practice guidelines. An ecological clerk of works should be appointed for environmental management of each scheme, and where specific sensitive species may be impacted, an appropriate expert should also be appointed.

## **7.2 MONITORING**

The SEA Directive requires that the significant environmental effects of the implementation of an SMP are monitored in order to identify, at an early stage, unforeseen adverse effects and in order to undertake appropriate remedial action. The proposed monitoring programme in section 9.2 of the SEA Environmental Report - IBE1107Rp00003 is based on the Targets and Indicators established in the Strategic Environmental Objectives. This monitoring will be undertaken in the course of its adoption.

Detailed monitoring for specific policies proposed should be re-scoped in consultation with the appropriate authorities at the detailed feasibility and design stages. This agreed detailed monitoring should then be undertaken before, during and after construction, where and when appropriate.



## 8 NEXT STEPS

### 8.1 APPLICATION OF THE SMP IN SPATIAL PLANNING

The risk management policies set out in the Ayrshire SMP cannot be implemented through engineering or coastal defence management alone. It is important that the policies of the Ayrshire SMP are appropriately considered and reflected in regional and local spatial planning. This will ensure that long term coastal flooding and erosion risks are considered in the planning process.

Where a policy of **No Active Intervention** or **Managed Realignment** has been implemented, it is important that development zones are updated accordingly to ensure no inappropriate future development is carried out in areas which have been identified to be at risk due to coastal flooding or erosion. Even in areas where a policy of **Hold the Line** is recommended it may be necessary to limit the types of development permitted in order to manage future flood risk.

Table 8.1 contains actions which should be undertaken to ensure the Ayrshire SMP policies are appropriately reflected in regional and local spatial planning.

**Table 8.1 Actions for spatial planning**

Action	Responsibility
Inform Local Authority Planning Officers of the final Ayrshire SMP recommendations and implications.	Local Authority Officers
Include the Ayrshire SMP as reference material, or as an annex to local development plans.	
Ensure that SMP policies are integrated into Development Control activities to control development and flood risk.  Particular attention should be paid to No Active Intervention and Managed Realignment policies.	
Define 'No Development Areas'	

## 8.2 FURTHER ACTIONS TO FACILITATE MEDIUM/LONG TERM POLICIES

In addition to the specific actions outlined in the Action Plan, there is also a need for some activities to be progressed which require consideration over the whole Ayrshire SMP area or even beyond the scale of the Ayrshire SMP.

Table 8.2 summarises these actions.

**Table 8.2 Further actions to facilitate medium/long term policies**

Action	Responsibility
Formal adoption of the Ayrshire SMP by the Coast Protection Authorities, SEPA, SNH and Historic Environment Scotland.	NAC/ SAC
Promote the investigation, and implementation, of mechanisms to facilitate the removal of 'at risk' assets. This will facilitate implementation of long term No Active Intervention and Managed Realignment policies.	
Develop exit strategies/ management plans for the relocation of people and removal of assets when they become at risk from erosion.	
Develop and promote a public communication strategy with regards to potential future coastal issues and SMP recommendations.	
Develop a coastal monitoring strategy for the entire SMP area.	

## 8.3 MANAGEMENT OF SMP UNTIL NEXT REVIEW

It is important that progress against the actions in the Action Plan is monitored so that any developments which might affect policy, and hence works, are notified. This also enables the need for revision of the SMP to be monitored.

Monitoring progress will be the responsibility of the project steering/technical group. The Action Plan will be published and updated at regular intervals (not less than once every six months) in order to track progress of each action and to communicate progress to stakeholders.

The Ayrshire SMP should be reviewed in six years (2023) in order to assess if the policies and actions proposed are still appropriate.

## 9 REFERENCES

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