

## Appendix 1b Non-Statutory Consultation Responses

## Strathfillan Community Council

# Strathfillan COMMUNITY COUNCIL

*working for and representing the people*



St. Fillan's Crozier  
The Quigrich

Ms Zoe McClelland  
Scott Wilson  
23 Charles Street  
Edinburgh  
EH3 7EN

Thursday, 18 February 2010

Dear Ms McClelland,

## **A82 Pulpit Rock Road Improvement Re your letter of 26<sup>th</sup> Jan 2010.**

We discussed this issue at our meeting on Monday 8th February 2010 and we would like to have the following taken into account whilst Scott Wilson "are identifying the likely environmental impacts of the scheme and any potential mitigation measures".

Our responses to your headings are as follows:-

### **1 To identify any information you may hold which would be relevant:**

Local residents observe that the delays at the lights at Pulpit Rock are primarily caused by traffic light failure and cyclists pressing the cycle button which interferes with the sequence.

The 'seven sisters' bends near Inveruglas cause longer delays than those at Pulpit Rock and should be addressed first.

Transport Scotland should hold a consultation with the people who work and live on the A82 between Tarbet and Crianlarich before any further decisions are made

### **2 To identify any concerns that you may have about the current recommended scheme:**

What contingencies are intended with regard to the following issues if the A82 is closed?

- ◆ Emergency services to the homes and businesses particularly between Tarbet and Crianlarich but also in the wider area.
- ◆ Effect on residents and businesses during the entirety of the scheme. Several people live in the area but work in Glasgow and Edinburgh.
- ◆ Road works on the A83 or A85. Note the A83 closed last year on several occasions due to landslides. A serious accident on these roads can cause gridlock, as has happened in July 2008, a serious accident happened on each road and the traffic did not clear until 10pm.

### **3 To identify any issues that you would like to see included in the Environmental Statement.**

All points detailed within this letter should be addressed within the Environmental Statement. If any closures are required, these should be at night between the hours of 10pm and 6am. If daylight closure is required it needs to be managed in the same manner as that during the construction of the new bridge at Glen Coe.

SWSL EDINBURGH	
RECEIVED	
19 FEB 2010	
Mr	ZMC
Ms	
Mr	
Ms	
Mr	
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Mr	
Ms	
Mr	
Ms	

When this scheme starts Transport Scotland need to ensure that there will only be the Pulpit Rock works on this 20 mile stretch.

Can you advise what the next stages in the process will be and the relevant timelines are for these.

Copies of this letter have been sent to Bruce Crawford MSP, Anne McGuire MP, Local Councillors (Stirling) and Fiona Logan CEO, LLTNP, in the hope that they will ensure that our community is treated fairly; as expressed in this letter

Yours sincerely



Gwenn Hunter  
Strathfillan Community Councillor  
Clisham Cottage,  
Inveraman,  
G83 7DX.

PS Please send me a copy of Figure 1.

Mrs Gwenn Hunter  
Strathfillan Community Council  
Clisham Cottage  
Inverarnan  
G83 7DX

Our Ref: S100785/e12/2  
Your Ref:  
Date: 26/03/10

Dear Mrs Hunter,

### **A82 Pulpit Rock Improvement Consultation**

Many thanks for your letter dated 18<sup>th</sup> February relating to the Environmental Impact Assessment (EIA) Scott Wilson are conducting for the improvements to the A82 at Pulpit Rock. Your comments will be used to inform the detailed design of the scheme to ensure all environmental concerns are taken into account in the design process where possible and will be reported in an Environmental Statement (ES). Once completed the ES will be published alongside draft Road Orders and Compulsory Purchase Orders for the scheme as required under the Roads (Scotland) Act 1984.

On publication of the draft Orders, Compulsory Purchase Orders and the Environmental Statement, Transport Scotland will host a public exhibition detailing the scheme proposals, the environmental impacts and any mitigation measures proposed to minimise these effects. There is a statutory period of 6 weeks following publication of the draft Orders and ES during which time you are entitled to comment on the scheme. It is anticipated that the draft Orders and the ES will be published in summer 2010.

Detailed below are responses to your specific comments:

#### ***Primary delays are caused by traffic light failure and cyclists pressing button***

It is accepted that traffic light failure and cyclists pressing the button create delays at Pulpit Rock, however, the presence of the traffic signals causes consistent delays to all traffic using the route.

#### ***Seven sisters bend near Inveruglas should be addressed first***

The localised improvements at Pulpit Rock were part of a suite of measures proposed in the A82 Route Action Plan (RAP) (February 2006). Long term measures to improve the A82 include the section between Tarbet and Pulpit Rock and are included in the A82 RAP. However, the purpose of this scheme is specifically to make improvements at Pulpit Rock.

In addition, Transport Scotland's 'Strategic Transport Projects Review' (STPR) published in 2009 identified as one of the draft investments a 'Targeted Programme of Measures to Improve Road Standards between Glasgow and Oban/Fort William (A82)'. The STPR states that the Route Action Plan forms the basis for the improvements, which has seen the Scottish Government commit to deliver the Pulpit Rock Improvement.

#### ***Transport Scotland should hold consultation with local residents and businesses***

The purpose of the EIA scoping consultation is to allow those with an interest in the scheme to make comment on the scope of the ES. All comments received will be fully addressed within the ES. As stated above, once the ES and the draft Orders are published a public exhibition will be held to provide detailed information on the scheme. At this point any comments will be welcomed within the statutory consultation period.

#### ***Contingencies for emergency services when A82 closed***

We are in discussion with the emergency services to ensure a plan is agreed which is acceptable to the local emergency service providers. The response plan will ensure that all homes and businesses are serviced through the construction period.

***Effects on Residents and Businesses throughout the entirety of scheme***

The nature of the proposed works will necessitate closure of the A82 at Pulpit Rock for part of the time during the construction period. The disruption caused by the closure is an issue that will be fully assessed within the ES. In particular, this assessment will focus on the effects on the communities between Tarbet and Crianlarich. There is a commitment to programme the works outside of the tourist season, and the ES will also propose mitigation measures to alleviate as far as possible disruption during the construction period.

***Road works on A85 or A83 (and other road works on A82)***

Every effort will be made to ensure that a coordinated approach is taken with regards to any planned roadworks/maintenance schemes along the A82, A85 and the A83 during the construction period.

Again thank you for taking the time to respond to our request for consultation. On publication of the draft Road Orders, Compulsory Purchase Orders and the Environmental Statement as stated above a public exhibition will be held. The exhibition will be widely publicised in the local press, to the community councils and will also be advertised locally.

Please find enclosed copy of Figure 1 (A82 Pulpit Rock Improvements: Location Plan) as requested.

Yours faithfully  
for **Scott Wilson Ltd**

Zoë McClelland  
Senior Planner

Direct Line: +44 (0)131 718 5202  
email: zoe.mcclelland@scottwilson.com

Encl

Copied to: Angus Kennedy, Transport Scotland  
Bruce Crawford MSP  
Anne McGuire MP  
Fiona Logan, Loch Lomond and Trossachs National Park

## Balquidder, Strathyre and Lochearnhead Community Council

Balquhiddier, Strathyre and Lochearnhead Community Council  
c/o Richard Eastland  
Balquhiddier Braes Holiday Park  
Lochearnhead  
Perthshire  
FK19 8NX

Zoe McClelland  
Scott Wilson  
23 Chester Street  
Edinburgh  
EH3 7EN

Dear Ms McClelland

**A82 Pulpit Rock Improvement**

I have been asked to write on behalf of the community council to express our concerns over the proposed improvement on the A82.

Firstly we are concerned that if the A82 is closed for a significant number of weeks it will have heavily increase the already busy traffic on the A84 and A85 up to Criannlarich. This will have an impact on the road it self as well as the land adjacent to it.

We are also concerned that the road already closes for 6 hour periods a number of times a year after a fatality on the road. If this were to happen when the A82 was also closed it would mean two out of the three main road arteries north would be out of action. With the increase in the volume of traffic it would increase the chances for a fatality to occur.

We hope you take our considerations into account while producing your Environmental Statement.

Yours sincerely



Richard Eastland  
Secretary



Balquhidder, Strathyre and Lochearnhead Community  
Council  
c/o Richard Eastland  
Balquhidder Braes Holiday Park  
Lochearnhead  
Perthshire  
FK19 8NX

Our Ref: S100785/e17/2  
Your Ref:  
Date: 30/03/10

Dear Mr Eastland,

### **A82 Pulpit Rock Improvement Consultation**

Many thanks for your letter dated 26<sup>th</sup> February 2010 relating to the Environmental Impact Assessment Scott Wilson are conducting for the improvements to the A82 at Pulpit Rock. Your comments will be used to inform the detailed design of the scheme to ensure all environmental concerns are integrated into the design process where possible and will be reported in an Environmental Statement (ES). Once completed the ES will be published alongside draft Road Orders and Compulsory Purchase Orders for the scheme as required under the Roads (Scotland) Act 1984.

On publication of the draft Orders, Compulsory Purchase Orders and the Environmental Statement, Transport Scotland will host a public exhibition detailing the scheme proposals, the environmental impacts and any mitigation measures proposed to minimise these effects. There is a statutory period of 6 weeks following publication of the Draft Orders and the ES during which time you are entitled to comment on the scheme.

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Again thank you for taking the time to respond to our request for consultation. On publication of the Draft Road Orders, Compulsory Purchase Orders and the Environmental Statement as stated above a public exhibition will be held. The exhibition will be widely publicised in the local press, the community councils and will also be advertised locally.

Yours sincerely

Zoë McClelland

## A82 Partnership

**From:** [Stewart Maclean](#)  
**To:** [Zoe McClelland](#)  
**Cc:** [Brian Murphy](#); [Emma Tayler](#); [dave duthie](#)  
**Subject:** Fw: A82 Pulpit Rock Improvement Consultation  
**Date:** 01 February 2010 16:39:33

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Good Evening Zoe,

I refer to your recent email to me re the above subject.

I would appreciate if you would review the following email from Dave Duthie of HITRANS and respond to me on the points raised by Dave.

Thank you

Stewart  
A82 Partnership

Stewart Maclean  
Franschoek Office  
South Africa  
07509048015 (low cost call from UK landline)  
or  
if not available  
0027 792 183 402

----- Forwarded Message -----

**From:** dave duthie <dave.duthie@hitrans.org.uk>  
**To:** Emma Tayler <emma.tayler@highland.gov.uk>; Stewart MacLean <stewart@stewartmac.com>; louise@fergusontransport.co.uk; Alisdair Ferguson <alasdair@fergusontransport.co.uk>; Chief inspector John Chisholm <john.chisholm@northern.pnn.police.uk>; Duncan MacIntyre <duncan.macintyre@argyll-bute.gov.uk>; John Hutchison <jch@abrach.com>; Robert Hawkes <robert@hotscot.net>; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall <sc.dingwall@hient.co.uk>; Michael Foxley (Dr) - Member <Michael.Foxley@highland.gov.uk>; Bren Gormley - Member <Bren.Gormley@highland.gov.uk>; Brian Murphy - Member <Brian.Murphy@highland.gov.uk>; Dot Ferguson <Dot.Ferguson@highland.gov.uk>; John Laing - Member <john.laing.cllr@highland.gov.uk>  
**Sent:** Thursday, 28 January, 2010 21:44:19  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

[Emma,](#)

[Having looked only briefly at the drawing I have concerns regarding the value of the very limited improvement proposed for the investment required, and would suggest that further details should be sought from the Consultant regarding the horizontal radii provided along the section, the minimum stopping sight distance and the carriageway width available, before any response is made by the Campaign.](#)

[regards](#)

Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464 01667 460 464

---

**From:** Emma Tayler [mailto:[emma.tayler@highland.gov.uk](mailto:emma.tayler@highland.gov.uk)]

**Sent:** 28 January 2010 12:00

**To:** Stewart MacLean; louise@fergusontransport.co.uk; Alisdair Ferguson ; Chief inspector John Chisholm ; dave duthie; Duncan MacIntyre ; John Hutchison; Robert Hawkes ; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall ; Michael Foxley (Dr) - Member; Bren Gormley - Member; Brian Murphy - Member; Dot Ferguson; Emma Tayler; John Laing - Member

**Subject:** FW: A82 Pulpit Rock Improvement Consultation

Dear A82 campaign steering group member

Please note below and attached correspondence Stewart Maclean has received in reference to the A82 Pulpit Rock Improvement works. Any comments steering group members wish to make should be directed to Stewart by mid February.

Thank you.

**On behalf of the A82 Campaign Steering Group**

*Emma Tayler*

*Assistant Lochaber Wards Manager*

*01397 707232 01397 707232*

-----Original Message-----

**From:** Stewart Maclean [mailto:stewart@stewartmac.com]

**Sent:** 27 January 2010 20:21

**To:** John Hutchinson (Home); Brian Murphy - Member; Alisdair Ferguson

**Cc:** Emma Tayler

**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening All,

Attached please find the proposals for the road improvement works at Pulpit Rock.

I would appreciate if thsi proposal can be reviewed by all and any comments fed back to me by mid February. I will prepare a consolidated response,

Thanks

Regards

Stewart

PS I am flying out to South Africa on Friday so I will be out of communications contact from Friday mid day until Sunday.

----- Original Message -----

From: [Zoe McClelland](mailto:Zoe McClelland)

To: [stewart@stewartmac.com](mailto:stewart@stewartmac.com)

Sent: Wednesday, January 27, 2010 3:55 PM

Subject: A82 Pulpit Rock Improvement Consultation

Dear Mr MacLean,

Scott Wilson Ltd. has been appointed by Transport Scotland to prepare a proposed improvement scheme for the A82 at Pulpit Rock between Tarbet and Crianlarich within the Loch Lomond and the Trossachs National Park . The location of the proposed scheme is shown in Figure 1 attached. We would now appreciate your further comments on the current Recommended Scheme, which is shown on Figure 2 also attached.

A Scoping Report has also been undertaken as part of the environmental impact assessment (EIA) process and is now available to view. If you wish to request a copy of this Scoping Report please contact me on 0131 225 1230 0131 225 1230 or [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

The A82 trunk road between Glasgow and Fort William is the principal road link to the west of Scotland .

The route is generally rural in nature between Tarbet and Fort William and consists of a single 2-lane carriageway of varying standards. Much of the carriageway is less than 7.3m wide and many sections do not have hardstrips or verges. The tortuous geometry along the section of the A82 between Tarbet and Ardlui is well recognised and results in considerable delays to road users, particularly when a high number of tourists are attracted to the route during the summer months and when heavy goods vehicles are required to negotiate the tight horizontal bends and narrow carriageway width. This section also includes the long-term traffic signals at Pulpit Rock where shuttle working has been in operation for many years. These traffic signals can lead to significant localised queuing.

The current Recommended Scheme will provide improvements over a length of approximately 380m. This is a partly offline structural solution, provided by a new viaduct, which runs in parallel to the loch shoreline for approximately 180m. The improvements to the existing road will extend approximately 180m to the north of the new structure. Resurfacing tie-in works will be required in advance of the start and end of the design covering approximately 20m at each location.

The Scheme would be carried out under The Roads ( Scotland ) Act 1984 and at this stage we are currently preparing the Environmental Statement. In order to identify and assess the likely environmental impacts of the current Recommended Scheme and any potential mitigation measures that may be required, we are therefore writing to you to ask you;

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the current Recommended Scheme; and
- To identify any issues that you would like to see included in the Environmental Statement.

Please let us have your written comments as soon as possible but by no later than Friday 26<sup>th</sup> February 2010 in order for these to be taken into account in the Environmental Statement. If you wish to discuss the proposals further, or seek clarification about the information requested, please do not hesitate to contact me on Tel No. 0131 225 1230 0131 225 1230 or at [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

Yours sincerely

Zoë

Zoë McClelland MRTPI  
Senior Planning Consultant  
Scott Wilson | Environment & Natural Resources  
23 Chester St, Edinburgh , EH3 7EN , United Kingdom

T +44 (0)131 225 1230 +44 (0)131 225 1230  
DD +44 (0)131 718 5202 +44 (0)131 718 5202  
F +44 (0)131 225 5582  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)  
[www.scottwilson.com](http://www.scottwilson.com)

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Visit our web site at [www.scottwilson.com](http://www.scottwilson.com)

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Thank you.

**From:** [Zoe McClelland](#)  
**To:** [Stewart Maclean](#)  
**Cc:** [Brian Murphy](#); [Emma Tayler](#); [dave duthie](#)  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation  
**Date:** 10 February 2010 16:28:00

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Dear Stewart

Thank you for your email and I apologise for the delay in getting back to you.

In answer to your queries, the road geometry and carriageway width have been developed in consultation with Transport Scotland's standards branch. The carriageway cross section has been agreed as a nominal 6m carriageway incorporating curve widening with no hard strips. The detailed geometry is still the subject of the detailed design process, however should any departures from the DMRB standard be identified in the design these will be submitted to Transport Scotland's standards branch for consideration, as is normal practice on any trunk road scheme.

It should be noted that the scheme being designed will allow free flowing two way traffic at Pulpit Rock meaning that the existing traffic lights and the associated delay at the lights can be removed.

Please don't hesitate to contact me if you have any further queries and I look forward to receiving any environmental comments you have in relation to the scope of the Environmental Impact Assessment.

Regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)

---

**From:** Stewart Maclean [mailto:[stewart@stewartmac.com](mailto:stewart@stewartmac.com)]  
**Sent:** 01 February 2010 16:49  
**To:** Zoe McClelland  
**Cc:** Brian Murphy; Emma Tayler; dave duthie  
**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening Zoe,

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Stewart  
A82 Partnership

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Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464 01667 460 464

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*01397 707232 01397 707232*

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**Cc:** Emma Tayler  
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measures that may be required, we are therefore writing to you to ask you;

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Please let us have your written comments as soon as possible but by no later than Friday 26<sup>th</sup> February 2010 in order for these to be taken into account in the Environmental Statement. If you wish to discuss the proposals further, or seek clarification about the information requested, please do not hesitate to contact me on Tel No. 0131 225 1230 0131 225 1230 or at [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

Yours sincerely

Zoë

Zoë McClelland MRTPI  
Senior Planning Consultant  
Scott Wilson | Environment & Natural Resources  
23 Chester St, Edinburgh , EH3 7EN , United Kingdom

T +44 (0)131 225 1230 +44 (0)131 225 1230  
DD +44 (0)131 718 5202 +44 (0)131 718 5202  
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E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)  
[www.scottwilson.com](http://www.scottwilson.com)

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Registered in England No. 5639381  
Registered Office: Scott House, Alencon Link, Basingstoke, Hampshire , RG21 7PP

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Unless related to the business of The Highland Council, the views or opinions

**From:** [Stewart Maclean](#)  
**To:** [Zoe McClelland](#)  
**Cc:** [Brian Murphy](#); [Emma Tayler](#); [dave duthie](#)  
**Subject:** Re: A82 Pulpit Rock Improvement Consultation  
**Date:** 10 February 2010 16:43:30

---

Good Afternoon Zoe,

Thank you for your email and for the further information.

We will revert after a detailed review of the proposals.

Regards

Stewart Maclean  
The A82 Partnership

Stewart Maclean  
Franschoek Office  
South Africa  
07509048015 (low cost call from UK landline)  
or  
if not available  
0027 792 183 402

---

**From:** Zoe McClelland <Zoe.McClelland@scottwilson.com>  
**To:** Stewart Maclean <stewart@stewartmac.com>  
**Cc:** Brian Murphy <brian.murphy.cllr@highland.gov.uk>; Emma Tayler <emma.tayler@highland.gov.uk>; dave duthie <dave.duthie@hitrans.org.uk>  
**Sent:** Wednesday, 10 February, 2010 16:19:37  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Dear Stewart

Thank you for your email and I apologise for the delay in getting back to you.

In answer to your queries, the road geometry and carriageway width have been developed in consultation with Transport Scotland's standards branch. The carriageway cross section has been agreed as a nominal 6m carriageway incorporating curve widening with no hard strips. The detailed geometry is still the subject of the detailed design process, however should any departures from the DMRB standard be identified in the design these will be submitted to Transport Scotland's standards branch for consideration, as is normal practice on any trunk road scheme.

It should be noted that the scheme being designed will allow free flowing two way traffic at Pulpit Rock meaning that the existing traffic lights and the associated delay at the lights can be removed.

Please don't hesitate to contact me if you have any further queries and I look forward to receiving any environmental comments you have in relation to the scope of the Environmental Impact Assessment.

Regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
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E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)

---

**From:** Stewart Maclean [mailto:stewart@stewartmac.com]  
**Sent:** 01 February 2010 16:49  
**To:** Zoe McClelland  
**Cc:** Brian Murphy; Emma Tayler; dave duthie  
**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening Zoe,

I refer to your recent email to me re the above subject.

I would appreciate if you would review the following email from Dave Duthie of HITRANS and respond to me on the points raised by Dave.

Thank you

Stewart  
A82 Partnership

Stewart Maclean  
Franschoek Office  
South Africa  
07509048015 (low cost call from UK landline)  
or  
if not available  
0027 792 183 402

----- Forwarded Message -----

**From:** dave duthie <dave.duthie@hitrans.org.uk>  
**To:** Emma Tayler <emma.tayler@highland.gov.uk>; Stewart MacLean <stewart@stewartmac.com>; louise@fergusontransport.co.uk; Alisdair Ferguson <alasdair@fergusontransport.co.uk>; Chief inspector John Chisholm <john.chisholm@northern.pnn.police.uk>; Duncan MacIntyre <duncan.macintyre@argyll-bute.gov.uk>; John Hutchison <jch@abrach.com>; Robert Hawkes <robert@hotscot.net>; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall <sc.dingwall@hient.co.uk>; Michael Foxley (Dr) - Member <Michael.Foxley@highland.gov.uk>; Bren Gormley - Member <Bren.Gormley@highland.gov.uk>; Brian Murphy - Member <Brian.Murphy@highland.gov.uk>; Dot Ferguson <Dot.Ferguson@highland.gov.uk>; John Laing - Member <john.laing.cllr@highland.gov.uk>  
**Sent:** Thursday, 28 January, 2010 21:44:19  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Emma,

Having looked only briefly at the drawing I have concerns regarding the value of the very limited improvement proposed for the investment required, and would suggest that further details should be sought from the Consultant regarding the horizontal radii provided along the section, the minimum stopping sight distance and the carriageway width available, before any response is made by the Campaign.

regards

Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464 01667 460 464 01667 460 464 01667 460 464

---

**From:** Emma Tayler [mailto:emma.tayler@highland.gov.uk]  
**Sent:** 28 January 2010 12:00  
**To:** Stewart MacLean; louise@fergusontransport.co.uk; Alisdair Ferguson; Chief inspector John Chisholm; dave duthie; Duncan MacIntyre; John Hutchison; Robert Hawkes; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall; Michael Foxley (Dr) - Member; Bren Gormley - Member; Brian Murphy - Member; Dot Ferguson; Emma Tayler; John Laing - Member

**Subject:** FW: A82 Pulpit Rock Improvement Consultation

Dear A82 campaign steering group member

Please note below and attached correspondence Stewart Maclean has received in reference to the A82 Pulpit Rock Improvement works. Any comments steering group members wish to make should be directed to Stewart by mid February.

Thank you.

**On behalf of the A82 Campaign Steering Group**

*Emma Tayler*

*Assistant Lochaber Wards Manager*

*01397 707232 01397 707232 01397 707232 01397 707232*

-----Original Message-----

**From:** Stewart Maclean [mailto:stewart@stewartmac.com]

**Sent:** 27 January 2010 20:21

**To:** John Hutchinson (Home); Brian Murphy - Member; Alasdair Ferguson

**Cc:** Emma Tayler

**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening All,

Attached please find the proposals for the road improvement works at Pulpit Rock.

I would appreciate if thsi proposal can be reviewed by all and any comments fed back to me by mid February. I will prepare a consolidated response,

Thanks

Regards

Stewart

PS I am flying out to South Africa on Friday so I will be out of communications contact from Friday mid day until Sunday.

----- Original Message -----

From: [Zoe McClelland](mailto:Zoe McClelland)

To: [stewart@stewartmac.com](mailto:stewart@stewartmac.com)

Sent: Wednesday, January 27, 2010 3:55 PM

Subject: A82 Pulpit Rock Improvement Consultation

Dear Mr MacLean,

Scott Wilson Ltd. has been appointed by Transport Scotland to prepare a proposed improvement scheme for the A82 at Pulpit Rock between Tarbet and Crianlarich within the Loch Lomond and the Trossachs National Park . The location of the proposed scheme is shown in Figure 1 attached. We would now appreciate your further comments on the current Recommended Scheme, which is shown on Figure 2 also attached.

A Scoping Report has also been undertaken as part of the environmental impact assessment (EIA) process and is now available to view. If you wish to request a copy of this Scoping Report please contact me on 0131 225 1230 0131 225 1230 0131 225 1230 0131 225 1230 or [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

The A82 trunk road between Glasgow and Fort William is the principal road link to the west of Scotland . The route is generally rural in nature between Tarbet and Fort William and consists of a single 2-lane carriageway of varying standards. Much of the carriageway is less than 7.3m wide and many sections do not have hardstrips or verges. The tortuous geometry along the section of the A82 between Tarbet and Ardlui is well recognised and results in considerable delays to road users, particularly when a high

number of tourists are attracted to the route during the summer months and when heavy goods vehicles are required to negotiate the tight horizontal bends and narrow carriageway width. This section also includes the long-term traffic signals at Pulpit Rock where shuttle working has been in operation for many years. These traffic signals can lead to significant localised queuing.

The current Recommended Scheme will provide improvements over a length of approximately 380m. This is a partly offline structural solution, provided by a new viaduct, which runs in parallel to the loch shoreline for approximately 180m. The improvements to the existing road will extend approximately 180m to the north of the new structure. Resurfacing tie-in works will be required in advance of the start and end of the design covering approximately 20m at each location.

The Scheme would be carried out under The Roads ( Scotland ) Act 1984 and at this stage we are currently preparing the Environmental Statement. In order to identify and assess the likely environmental impacts of the current Recommended Scheme and any potential mitigation measures that may be required, we are therefore writing to you to ask you;

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the current Recommended Scheme; and
- To identify any issues that you would like to see included in the Environmental Statement.

Please let us have your written comments as soon as possible but by no later than Friday 26<sup>th</sup> February 2010 in order for these to be taken into account in the Environmental Statement. If you wish to discuss the proposals further, or seek clarification about the information requested, please do not hesitate to contact me on Tel No. 0131 225 1230 0131 225 1230 0131 225 1230 0131 225 1230 or at [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

Yours sincerely

Zoë

Zoë McClelland MRTPI  
Senior Planning Consultant  
Scott Wilson | Environment & Natural Resources  
23 Chester St, Edinburgh , EH3 7EN , United Kingdom

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Thank you.

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## Strathclyde Partnership for Transport (SPT)

25 February 2010

Zoe McClelland  
Scott Wilson  
23 Chester Street  
Edinburgh  
EH3 7EN



**Our ref:** PS018\_01/4083LJB  
**Your ref:** S100785/e18  
**Direct Dial** 0141-333-3740  
**Direct fax:** 0141-333-3284  
**Email:** bruce.kiloh@spt.co.uk

Dear Zoe

### **A82 Pulpit Rock Improvement Consultation**

I refer to your letter of 26 January seeking SPT's comments on the likely environmental impacts of the Recommended Scheme for Improvements to the A82 at Pulpit Rock. SPT welcomes the opportunity to respond.

SPT is supportive of the proposed improvements to this section of the A82 which, as your letter points out, is the principal road link between west central Scotland and the western Highlands. The current layout of the road is inadequate to meet the needs of residents, business users and tourists and SPT welcomes the proposed improvements to relieve the bottleneck at Pulpit Rock. We trust that this scheme will form part of a wider programme of much needed investment to improve the A82 between Tarbet and Ardlui.

SPT recognises the environmental sensitivity which will be required in undertaking these roadworks and we would offer the following comments which we believe will help to mitigate any adverse impacts. We have limited our comments to the potential impacts of the Recommended Scheme and the issues which we would like to see included in the Environmental statement.

#### **Potential impacts of the Recommended Scheme**

The main *environmental* concerns that this project raise relate to the potential impacts of the construction phase on the surrounding ecosystems and biodiversity. With Loch Lomond being part of Scotlands National Park there will quite rightly require to be stringent constraints on the construction process.

#### **Environmental Statement - Mitigation Measures**

SPT would welcome introduction of mitigation and management measures to cover the following impacts during the design and construction stages of the scheme.

- Design of the piling to minimise the vibration to the surrounding area;
- Design of the materials used to minimise the need for maintenance keeping future disturbance of the area to a minimum;
- Ensure good housekeeping measures to minimise risk to marine wildlife;
- Ensure good planning of the project to minimise the period of disruption to any particular ecosystem;

- Monitoring prior, during and post construction to ensure that all effects of the development are recorded, minimised and the area restored as quickly as possible after the construction has been completed;
- Ensure adequate survey of the area has been carried out and archeological sites and areas of specific interest are identified and where possible ensure that the design has taken these into consideration;
- Ensure that these areas are clearly demarked and that all operatives are aware of the significance of the areas during the construction phase.
- Ensure that environmental considerations have been taken into account during the design of the project. All materials should be sourced to ensure the lowest embedded footprints associated and, where possible, recycled materials should be specified over virgin.
- Ensure that noise pollution has been taken into consideration both for the construction phase and for the ongoing use of the new road.

I hope that these comments will be helpful to you in progressing the Environmental Statement for the Recommended Scheme and look forward to further opportunities to provide input as the improvements to the A82 at Pulpit Rock progresses.

Should you require any further information please contact John Binning, Team Leader, Policy & Strategy on extension 0141 333 3248 or by e mail at [john.binning@spt.co.uk](mailto:john.binning@spt.co.uk).

Yours sincerely



PP **Bruce Kiloh**  
**Director of Policy & Strategy**



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## Sustrans

---

## Sustrans

Sustrans Scotland  
Glenorchy House  
20 Union Street  
EDINBURGH  
EH1 3LR

16 April 2010

Ken Glass/Zoe McClelland  
Scott Wilson Group

Dear Ken and Zoe

### **A82T UPGRADE PROPOSALS - PULPIT'S ROCK**

Thank you for giving us the opportunity to comment on the above. Sustrans has been the promoter and developer of the National Cycle Network (NCN) since 1995. The NCN was conceived as a 'spine' off which other routes would develop and thus we take considerable interest in the development of all routes that go towards the creation of a network of high-quality walking, cycling and equestrian routes across Scotland.

The planned upgrade of the A82 from Tarbet to Crianlarich brings the opportunity to continue the existing West Loch Lomond Cycleway north from Tarbet. This will provide a strategic long-distance route northwards which would link with the West Highland Way and with proposed cycling and walking routes heading east from Crianlarich to Killin and west to Oban. To the south, it would link from Tarbet to National Route 7 at Balloch. SNH is currently looking at the network of Long Distance Routes with a view to developing a more co-ordinated approach to promoting what Scotland has to offer and a Loch Lomond to Crianlarich route would create an important link in a national network of walking and cycling routes.

A route along the full length of west Loch Lomond and northwards would provide opportunities for circular trips by foot or bike and for creating multi-modal trips using the ferries across the loch and the train stations at Tarbet, Ardlui and Crianlarich. Apart from being a tourist attraction, a traffic-free path would also encourage local people to take more physical activity with the resultant benefits to their health. Sustainable economic development, improved public health and reducing carbon emissions are among the Scottish Government's key objectives. At least fifteen government policies recommend increasing both the level of cycling and walking and the opportunities so to do; such policies include the 2006 National Transport Strategy, Climate Change Bill, National Physical Activity Strategy, Towards a Healthy Weight strategy and the forthcoming National Cycling Action Plan (CAPS).

We have the following comments on the proposed work at Pulpit's Rock:

- The works at this location form one of the first parts of the upgrade of the A82T from Tarbet to Crianlarich. As it is in the Loch Lomond and The Trossachs National Park and as the trunk road is already well used by cyclists, the plans must include improved, attractive and safe provision for cyclists along the whole length of the A82 works. This is especially important as the improvements will result in faster traffic speeds and larger vehicles being able to use the road.

- The cycling and walking infrastructure at the Pulpit's Rock scheme must be designed as part of a strategic approach to developing a multi-use route up Loch Lomond and to Crianlarich.
- It should not be done as a 'one off' project, which may require to be redone in the future – an approach that has financial and environmental implications. The first should be avoided to benefit the public purse and to reduce traffic delays due to another phase of roads works; the second should be avoided in an important landscape and to reduce embedded carbon emissions.
- A new high-quality path would also open up opportunities for other users, such as walkers, equestrians and disabled users.
- As the National Park attracts all types of visitor, the route must be designed to accommodate inexperienced cyclists and families with young children.
- The location is environmentally sensitive and high-profile both in Scotland and across the world. Therefore the upgrade of the A82 and its approach to cycling and walking provision should be progressive and an example of international best practice. In Scotland the cycle route alongside the A9 trunk road between Calvine and Dalwhinnie is an example of a disjointed, sub-standard and poorly maintained route which results in many complaints. The new cycleway built alongside the A830 towards Mallaig and the path being built as an alternative to the A828 between Oban and Ballachulish provide better examples of what we should aspire to. Loch Lomond gives us the opportunity to create a cycling and walking route that is visually stunning and will act as a magnet to visitors from all over the world.

### **Strategic Approach**

Below are Sustrans' recommendations for the route between Tarbet and Crianlarich. We require more detail on the route specifications than are contained in the EIA Scoping Report to ascertain whether the plans at Pulpit Rock are consistent with the approach outlined below.

- 2 – 2.5 metre wide segregated multi-use path on the loch side (east) of the A82 (however, there can be flexibility on the width to reduce the environmental impact in certain locations). This will provide a safe, coherent, easily followed and attractive route. Crossing the A82 should be avoided and only allowed if absolutely essential.
- As the road will be upgraded in sections, it will also be necessary (at least until the whole route is complete) to provide a one metre-wide (minimum) sealed surface strip along the west side of the A82 to avoid cyclists heading north being forced to either cross the trunk road twice to join and leave short sections of cycle track or to cycle in the main carriageway. (We appreciate that they currently have to cycle in the main carriageway, but urge that better provision is made for cyclists from the outset of the road improvement scheme. The upgrade programme will be done in phases and will, inevitably, take several years to complete. A piecemeal approach will result in confusing and potentially dangerous stop-start cycling provision. A one metre strip will provide a coherent route for cyclists heading northwards until the completion of the segregated cycleway on the east side of the road. )

- A proper maintenance regime must be agreed for the multi-use route to ensure that it remains attractive and well-used. We suggest that the route is within the trunk road corridor throughout as it is then clear that maintenance is the responsibility of Transport Scotland and its agents. While this means that the trunk road corridor may have to be wider, it will mean that the environmental impact is contained.

In addition, there are several other schemes in progress or planned along the A82. There are:

- Crianlarich by-pass
- Stuckendroin bridge widening scheme
- Inverarnan

We would very much like to see what provision is proposed for non-motorised users at these sites to ensure that the plans are consistent with a strategic approach. A cumulative EIA is required to cover all schemes – they should not be considered in isolation.

In conclusion, the Scottish Government stresses the importance of active travel and it is our view that failure to provide a continuous walking and cycling alternative to the A82T would be at odds with government policy.

We would welcome a meeting with Scott Wilson, Transport Scotland and the National Park to fully discuss the issues raised above before the A82 upgrade plans progress much further. I look forward to hearing from you.

Yours sincerely

Katharine Taylor  
NCN Development Manager  
Sustrans Scotland

Cc. Kenny Auld, Douglas Stewart, Jack Hunt

Katharine Taylor  
Sustrans  
Glenorchy House  
20 Union Street  
Edinburgh  
EH1 3LR

Our Ref: S100785/e19(2)  
Your Ref:  
Date: 17/05/2010

Dear Katharine,

## **A82 Pulpit Rock Improvements**

Thank you for providing your comments on the A82 Pulpit Rock Improvement Scheme in your letter dated 16<sup>th</sup> April 2010. You may be aware that we wrote to John Lauder of Sustrans in January 2010 requesting scoping comments by the 26<sup>th</sup> February. As such I hope you understand that we are now someway towards finalising our draft Environmental Statement, however, thankfully we are still in a position to include your comments within the ES.

Following a Route Action Plan Study of the A82 between Tarbet and Fort William, the Scottish Ministers, in 2006, announced the implementation of a number of short term measures and the commencement of design work for two projects, these being a new bypass scheme at Crianlarich and removal of the traffic lights at Pulpit Rock.

Much of your letter refers to the planned upgrade of the A82 from Tarbet to Crianlarich and aspirations for a multi-use, segregated route the full length of west Loch Lomond. The aim of the Pulpit Rock Improvement Scheme is to remove congestion at Pulpit Rock by realigning the A82 such that free flow of traffic is permitted without the use of the existing traffic signal controls. It should be noted that the improvements are not intended to increase the speed along the A82 or to increase the traffic numbers.

The site for the proposed improvement at Pulpit Rock is particularly physically constrained, with the loch on one side and rock cuttings on the other. In addition, the proposal is influenced by the environmental sensitivities entailed with being located in both a National Scenic Area and a National Park. There has been a number of localised constraints influencing scheme design, namely, the rock outcrop to the west of the scheme and the loch foreshore to the east which supports a number of European Protected Species and is particularly important for otters, which are a qualifying feature of the Loch Lomond Special Area of Conservation

In recognition of these constraints, the currently proposed cross section off the viaduct has been derived to match that provided on the adjacent lengths of the A82 where there is currently no edge strip. Nevertheless, in recognition of the longer term aspiration to upgrade this length of the A82, a 2m wide verge is being proposed on the loch side of the viaduct as a means of 'future proofing' in the event that cycle provision should be incorporated along this length of the A82 at some later date. On this basis, the proposed cross section improvement for this location on the A82 has been discussed, reviewed and approved by Transport Scotland's Standards Branch.

We appreciate your recommendations for the route between Tarbet and Crianlarich but regret that a consideration of the whole length of the A82 is beyond the scope of this particular improvement scheme which, as stated earlier, is intended to remove congestion at Pulpit Rock.

Your suggestion for a 2-2.5m wide segregated multi-use path on the loch side (east) of the A82 is achieved by the current proposals which includes a 2m verge to allow future non-motorised user provision on the loch-side of the proposed viaduct. However, it should be stressed that it is considered that this provision will only be utilised should the adjoining sections of the A82 be upgraded to include non-motorised provision and until such time signage to that effect will not be provided.

For your information the EIA for the Pulpit Rock Improvements will include a cumulative impact assessment addressing other potential schemes along the A82 and in the wider area. However, this assessment is constrained by available information at the time of the assessment but will endeavour to identify gaps in the current provision and identify non-motorised provision where it is proposed.

In summary, it should be noted that it is not the responsibility of the Trunk Road Authority to provide cycleways or path networks. New schemes will however consider the relevant policy documents and where possible incorporate provision for non-motorised users.

We hope this letter addresses your concerns, should you wish to discuss this further we would welcome a meeting but as you may appreciate our programme has progressed somewhat since we first wrote to you in January.

Zoë McClelland

## Highlands and Islands Strategic Transport Partnership (HITRANS)



**From:** Zoe McClelland  
**Sent:** 02 July 2010 10:01  
**To:** dave duthie  
**Cc:** Sam MacNaughton; Turner, Stewart; Carol Gilbert;  
Sandy.Jamieson@transportscotland.gsi.gov.uk; Ryan Hutchison  
(Ryan.Hutchison@scottwilson.com); Nigel Hackett  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Dave,

Apologies for the delay in responding to your email and you amended proposals for the improvements at Pulpit Rock. The same proposal was submitted by SPT to the Loch Lomond and Trossachs National Park Authority. The Park Authority have now responded to the 'proposed lay-by option' and I have attached a copy for your information. The letter iterates most of our rationale for why we consider your amended option to have a greater environmental impact. Therefore as the Park Authority have stated that they do not support the proposed amendment there is little merit in us considering the revised layout further.

Many thanks and all the best,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
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Sharon Marklow  
Policy & Strategy  
Strathclyde Partnership for Transport  
12 West George Street  
Glasgow  
G2 1HN

30/06/2010

Dear Sharon,

### **Pulpit Rock – SPT proposed lay-by option**

I write in response to your email of 22 April 2010 and the attached draft plan (Pulpit Rock: Proposed Lay-by Option) proposing an amendment to the current Transport Scotland scheme for Pulpit Rock. This letter sets out our views on your proposed revision.

### **Your proposed revision**

Your proposed amendment introduces a lay-by and an extension to the footway provision along the bank of the water. You explained that SPT considers the benefits of this revision to include:

- better access to the scheduled monument (a safe parking area and access for northbound visitors to Pulpit Rock),
- an improved road alignment,
- improved road standards on the A82, and
- enhanced facilities for visitors appreciating the National Park.

### **Our response**

We understand your proposed revision is to achieve a straighter, faster stretch of road. However, this revision would be likely to have more significant adverse landscape and visual impacts, encroaches further into the loch edge, would involve further woodland removal, and raises questions about who would manage the litter, informal camping and antisocial behaviour that would result from the inclusion of a lay-by.

Your email explained you consider the scheme would improve public access to the scheduled monument by providing a lay-by. The current Transport Scotland design for Pulpit Rock does not include a lay-by due to safety considerations, and to discourage wild camping and anti-social behaviour. We do not support your proposed inclusion of a lay-by, as it would provide an opportunity for informal camping which would result in litter and anti-social behaviour— problems that the National Park Authority are currently trying to tackle. Lay-by provision along the A82 road corridor north of Tarbet will be needed but will require very careful siting and design to minimise anti-social uses and facilitate safe and cost-effective management.

The National Park acknowledges that there is no formal public access proposed to the

**LOCH LOMOND & THE TROSSACHS NATIONAL PARK AUTHORITY**

National Park Headquarters, Carrochan, Carrochan Road, Balloch, G83 8EG Long: 4°34'24"W Lat: 56°00'12"N  
t: 01389 722600 f: 01389 722633 e: [info@lochlomond-trossachs.org](mailto:info@lochlomond-trossachs.org) w: [lochlomond-trossachs.org](http://lochlomond-trossachs.org)

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Page 1 of 2

scheduled monument and supports this approach due to the constraints in this location. We have advised Transport Scotland/ Scott Wilson that we would support some remote interpretation in another location.

In summary, we do not support your proposed amendment and have copied this letter to Scott Wilson so they are aware of our views.

Yours sincerely,

**Fiona Newlove**  
**Planner, Development Management**

e-mail: [fiona.newlove@lochlomond-trossachs.org](mailto:fiona.newlove@lochlomond-trossachs.org)  
tel: 01389727713

Cc:  
Zöe McClelland  
Scott Wilson  
23 Chester Street  
Edinburgh  
EH3 7EN

**From:** dave duthie [mailto:dave.duthie@hitrans.org.uk]  
**Sent:** 30 April 2010 12:55  
**To:** Zoe McClelland  
**Cc:** Sam MacNaughton; Turner, Stewart; Carol Gilbert  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Zoe,

Many thanks for this helpful response and I would certainly welcome early sight of the investigation data and eventual provision of the full report when this is no longer 'commercially confidential'.

I would wish to comment in general terms at this time on the environmental impact of the preferred option, as insufficient information is currently available on the other options, or the overall environmental impact of the road improvements along this section of Loch Lomond on its environs, and that of the loch side, for a detailed response to be made.

The scheme appears to meet its defined function of removing the need for traffic lights at Pulpit Rock. It does so in a manner that minimizes intrusion both into the loch and the hillside. In doing so, as a result of the extremely tight horizontal curve radii adopted, the width of the carriageway proposed around the apex at Pulpit Rock will be significantly greater than that of the carriageway at any other point on the section and may appear disproportionate when viewed from a road users perspective. Any adjustment that could reduce this requirement would significantly reduce the impact of the road on its immediate environment in this area.

Along this section of Loch Lomond side there are very few opportunities for visitors and those passing through the park to stop to appreciate the area or indeed to rest. The Scheduled Monument within the area of the works is not well served in this regard and as part of the scheme as a mitigation to the inevitable negative impact of the scheme as a whole on the local environment, it would be desirable to include some provision to improve the visitor experience by providing safe access to the site for vehicles.

This could be done by moving the carriageway at the northern end of the works away from the ancient monument and providing as a result an area for a northbound layby with informative information displays and a sympathetic appreciation facility to be created in the vicinity of the Monument. This could be achieved with little or no intrusion into the loch and as a result create a more appropriate setting for the Scheduled Monument. Designed sympathetically the carriageway to the north of the apex could as a result be reduced in width and the scheme as a whole become part of a positive improvement to the overall alignment of the A82 in the area. There would be some local negative impact on the lochside trees/scrub but these are not of high significance and once more detail of related works along this overall section of the A82 is considered, could be mitigated by positive environmental actions elsewhere.

A further attraction of such an alteration to the scheme would be the reduction of the need to and hence environmental impact and cost of removing excavated material off site and during the construction phase, provide the Contractor with a lay down and working area within the vicinity of the works which would otherwise not be available. Such provision of space should reduce the need for disruption of traffic and the contractors operations during the works while construction vehicles are accessing the site along the existing road from the site base, and as a result reduce construction costs.

HITRANS do not have access to the detailed model for the Option and therefore cannot provide a detailed or scaled drawing of what might be achieved, but would offer this sketch prepared by The Highland Council as an indicative suggestion for your consideration. Subject to further discussion between the interested public agencies it may be possible to move the line further away from the Monument if the suggestion in principal meets with your agreement and mitigating actions elsewhere on the loch side identified.

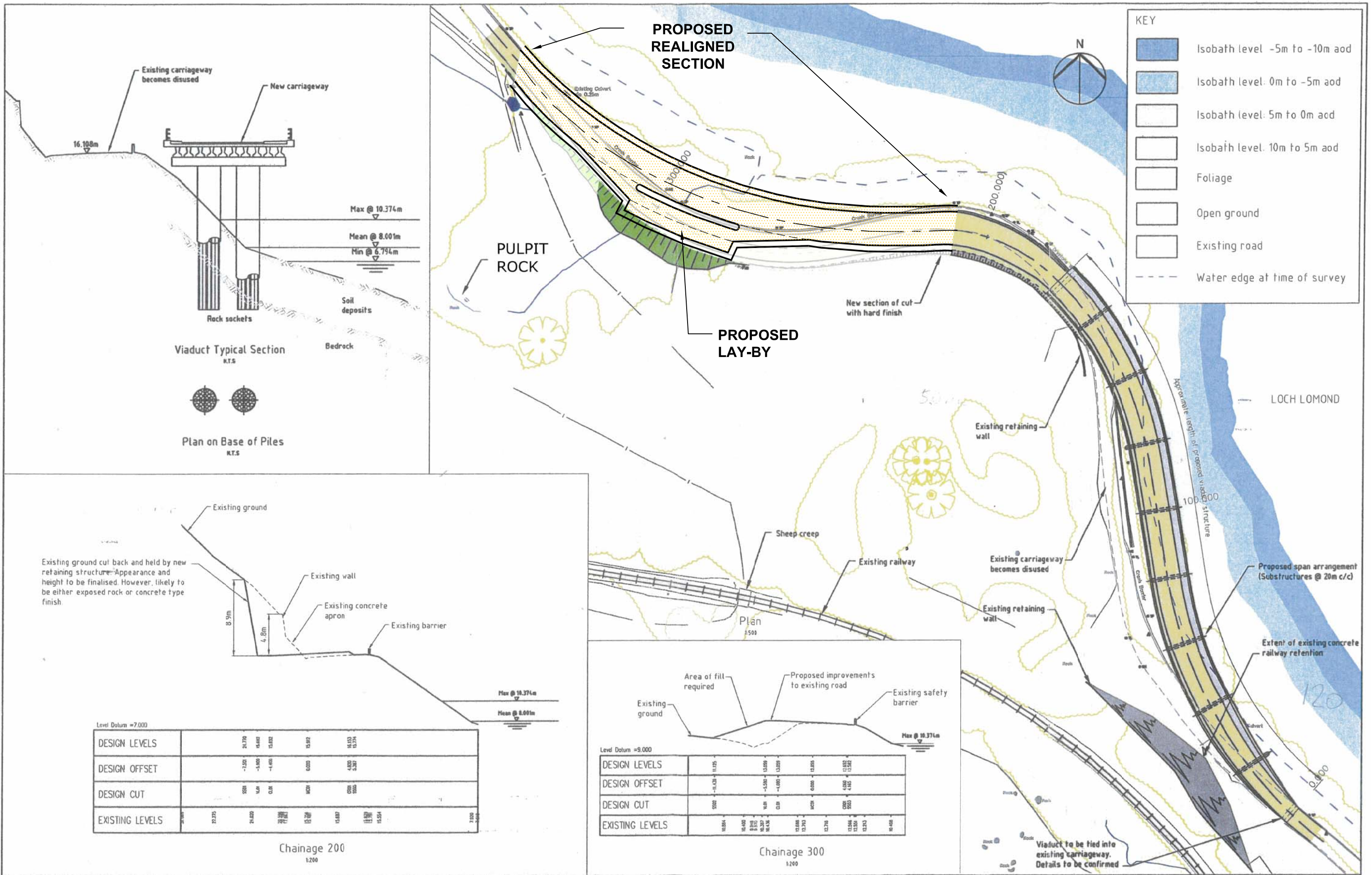
I hope you will consider this suggestion as a positive contribution in which terms it is offered, and I and my local Council counterparts would be happy to discuss any aspects with you at any time,

regards

Dave

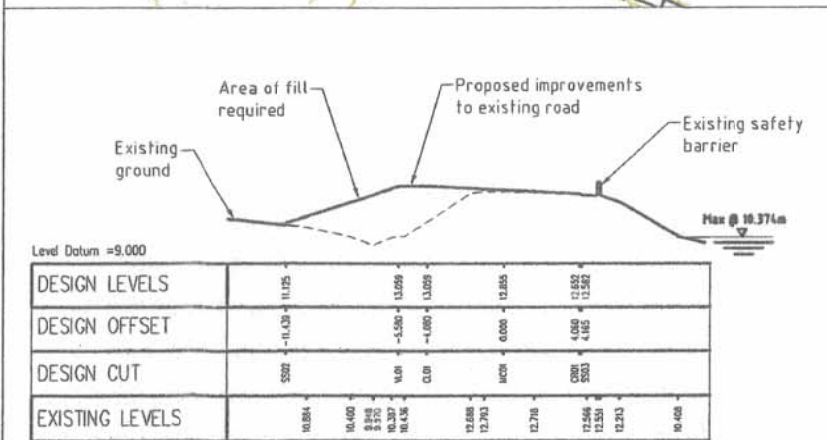
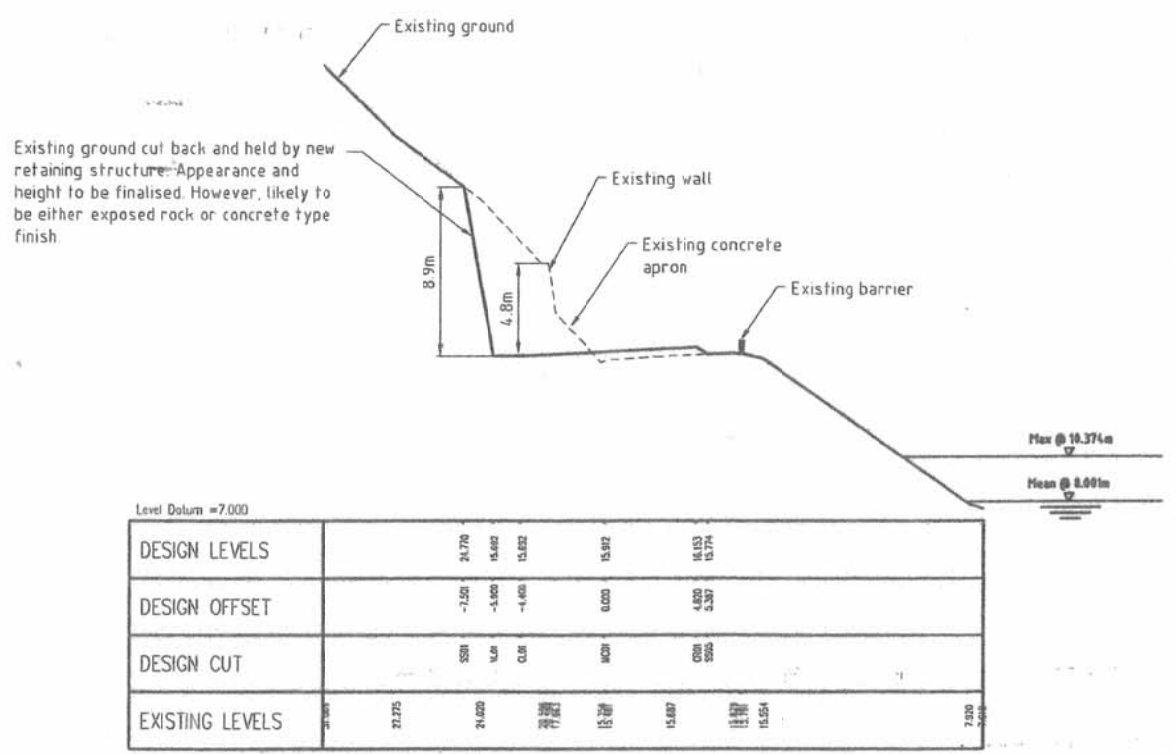
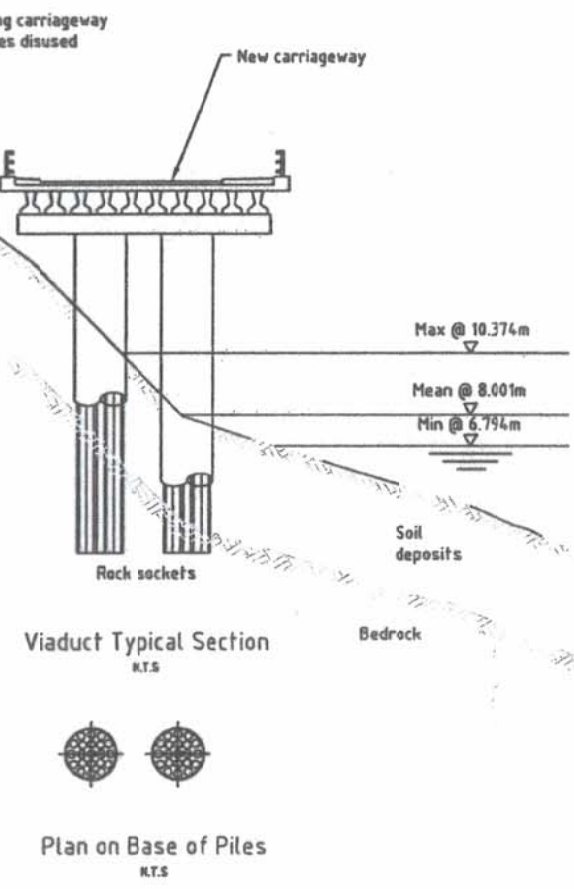
Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464



**KEY**

- Isobath level -5m to -10m aod
- Isobath level: 0m to -5m aod
- Isobath level: 5m to 0m aod
- Isobath level: 10m to 5m aod
- Foliage
- Open ground
- Existing road
- Water edge at time of survey



## PULPIT ROCK : PROPOSED LAY-BY OPTION

---

**From:** Zoe McClelland [mailto:Zoe.McClelland@scottwilson.com]  
**Sent:** 23 April 2010 11:10  
**To:** dave duthie  
**Cc:** Angus.Kennedy@transportscotland.gsi.gov.uk;  
Sandy.Jamieson@transportscotland.gsi.gov.uk; Ryan Hutchison  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Dave,

Unfortunately we are unable to release the geotechnical report and interpretive report from our ground investigation as these documents are considered to be commercially confidential. They will go on to form part of the information to tenderers as part of the eventual main works contract procurement at Pulpit Rock. However, in the short term, some of the investigation data will become publically available when it is passed to the British Geological Society as is standard practice. We are more than happy to pass this geotechnical data to you, albeit the information should be considered 'uncontrolled'. As you will be aware we have only just completed the site phase of the ground investigation and as such this information is still being collated and processed. When this is completed I will undertake to pass the information on to you.

I hope this is of some assistance and that you can understand our position with respect to the ground investigation report and interpretive report. You should note that these reports will become releasable once the tendering process for the main works contract has commenced and I would be happy to arrange for them be copied to you at that time.

Regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E zoe.mcclelland@scottwilson.com



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---

**From:** dave duthie [mailto:dave.duthie@hitrans.org.uk]  
**Sent:** 30 March 2010 11:58  
**To:** Zoe McClelland  
**Cc:** Angus.Kennedy@transportscotland.gsi.gov.uk  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Zoe,

We had a very constructive meeting with Angus and colleagues, and can now appreciate why things have moved forward as they have. The only item that would still be useful would be the site investigation and interpretation report which we could use as support documentation when discussing progress with Council and RTP Members.

I would hope these documents could be forwarded by email if they are not too large,

Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464

---

**From:** Zoe McClelland [mailto:Zoe.McClelland@scottwilson.com]  
**Sent:** 30 March 2010 11:51  
**To:** dave duthie  
**Cc:** Angus.Kennedy@transportscotland.gsi.gov.uk; Ryan Hutchison; Harlene O'Neill  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Mr Duthie,

I believe your comments have been dealt with following your meeting with Transport Scotland. thank you for taking the time to respond to our request for consultation.

Best regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E zoe.mcclelland@scottwilson.com



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---

**From:** dave duthie [mailto:dave.duthie@hitrans.org.uk]  
**Sent:** 10 March 2010 12:14  
**To:** Zoe McClelland  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Zoe,

I still haven't heard from your colleagues regarding the information I requested on horizontal radii and sight distance on the preferred option.

As background might it also be possible for me to have a copy of the site investigation survey and any related interpretative report on the Pulpit Rock options?

regards

Dave

Dave Duthie  
Partnership Director  
HITRANS



Tel: 01667 460 464

---

**From:** Zoe McClelland [mailto:Zoe.McClelland@scottwilson.com]  
**Sent:** 18 February 2010 14:09  
**To:** dave duthie; Stewart Maclean  
**Cc:** Brian Murphy; Emma Tayler; stewart.turner@argyll-bute.gov.uk; Sam MacNaughton; Bruce Kiloh  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Dave,

Thanks for your response, I have attached a copy of the A82 Scoping Report to this email, for your information I have also sent an electronic copy to Duncan Macintyre who requested a copy on behalf of HITRANS.

I will endeavour to source the information you require from my engineering colleagues and get back to you as soon as I can.

Best regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)



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---

**From:** dave duthie [mailto:dave.duthie@hitrans.org.uk]  
**Sent:** 16 February 2010 14:22  
**To:** Zoe McClelland; Stewart Maclean  
**Cc:** Brian Murphy; Emma Tayler; stewart.turner@argyll-bute.gov.uk; Sam MacNaughton; Bruce Kiloh  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Zoe,

Many thanks for the information provided which is helpful to both the Group and HITRANS.

While I fully understand that the plans may be subject to change, I think it is important that stakeholders are provided with a context for any comments and would therefore ask you to provide the additional information requested, namely the minimum horizontal radius and stopping sight distance of the proposal. This information will be held by you within the model and in the spirit of openness I would ask that it is shared.

I understand from colleagues in Argyll and Bute that an EIA Scoping Report has been prepared and provided to them. Might it be possible for the A82

Campaign Group, SPT and HITRANS be provided with this background document?

Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464

---

**From:** Zoe McClelland [mailto:Zoe.McClelland@scottwilson.com]  
**Sent:** 10 February 2010 16:20  
**To:** Stewart Maclean  
**Cc:** Brian Murphy; Emma Tayler; dave duthie  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Dear Stewart

Thank you for your email and I apologise for the delay in getting back to you.

In answer to your queries, the road geometry and carriageway width have been developed in consultation with Transport Scotland's standards branch. The carriageway cross section has been agreed as a nominal 6m carriageway incorporating curve widening with no hard strips. The detailed geometry is still the subject of the detailed design process, however should any departures from the DMRB standard be identified in the design these will be submitted to Transport Scotland's standards branch for consideration, as is normal practice on any trunk road scheme.

It should be noted that the scheme being designed will allow free flowing two way traffic at Pulpit Rock meaning that the existing traffic lights and the associated delay at the lights can be removed.

Please don't hesitate to contact me if you have any further queries and I look forward to receiving any environmental comments you have in relation to the scope of the Environmental Impact Assessment.

Regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)

**From:** Stewart Maclean [mailto:stewart@stewartmac.com]  
**Sent:** 01 February 2010 16:49  
**To:** Zoe McClelland  
**Cc:** Brian Murphy; Emma Tayler; dave duthie  
**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening Zoe,

I refer to your recent email to me re the above subject.

I would appreciate if you would review the following email from Dave Duthie of HITRANS and respond to me on the points raised by Dave.

Thank you

Stewart  
A82 Partnership

Stewart Maclean  
Franschoek Office  
South Africa  
07509048015 (low cost call from UK landline)  
or  
if not available  
0027 792 183 402

----- Forwarded Message -----

**From:** dave duthie <dave.duthie@hitrans.org.uk>

**To:** Emma Tayler <emma.tayler@highland.gov.uk>; Stewart MacLean <stewart@stewartmac.com>; louise@fergusontransport.co.uk; Alisdair Ferguson <alasdair@fergusontransport.co.uk>; Chief inspector John Chisholm <john.chisholm@northern.pnn.police.uk>; Duncan MacIntyre <duncan.macintyre@argyll-bute.gov.uk>; John Hutchison <jch@abrach.com>; Robert Hawkes <robert@hotscot.net>; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall <sc.dingwall@hient.co.uk>; Michael Foxley (Dr) - Member <Michael.Foxley@highland.gov.uk>; Bren Gormley - Member <Bren.Gormley@highland.gov.uk>; Brian Murphy - Member <Brian.Murphy@highland.gov.uk>; Dot Ferguson <Dot.Ferguson@highland.gov.uk>; John Laing - Member <john.laing.cllr@highland.gov.uk>

**Sent:** Thursday, 28 January, 2010 21:44:19

**Subject:** RE: A82 Pulpit Rock Improvement Consultation

Emma,

Having looked only briefly at the drawing I have concerns regarding the value of the very limited improvement proposed for the investment required, and would suggest that further details should be sought from the Consultant regarding the horizontal radii provided along the section, the minimum stopping sight distance and the carriageway width available, before any response is made by the Campaign.

regards

Dave

Dave Duthie  
Partnership Director  
HITRANS

Tel: 01667 460 464 01667 460 464

---

**From:** Emma Tayler [mailto:emma.tayler@highland.gov.uk]

**Sent:** 28 January 2010 12:00

**To:** Stewart MacLean; louise@fergusontransport.co.uk; Alisdair Ferguson ; Chief inspector John Chisholm ; dave duthie; Duncan MacIntyre ; John Hutchison; Robert Hawkes ; roderick.mccuish@argyll-bute.gov.uk; Scott Dingwall ; Michael Foxley (Dr) - Member; Bren Gormley - Member; Brian Murphy - Member; Dot Ferguson; Emma Tayler; John Laing - Member

**Subject:** FW: A82 Pulpit Rock Improvement Consultation

Dear A82 campaign steering group member

Please note below and attached correspondence Stewart Maclean has received in reference to the A82 Pulpit Rock Improvement works. Any comments steering group members wish to make should be directed to Stewart by mid February.

Thank you.

***On behalf of the A82 Campaign Steering Group***

*Emma Tayler  
Assistant Lochaber Wards Manager  
01397 707232 01397 707232*

-----Original Message-----

**From:** Stewart Maclean [mailto:stewart@stewartmac.com]

**Sent:** 27 January 2010 20:21

**To:** John Hutchinson (Home); Brian Murphy - Member; Alasdair Ferguson

**Cc:** Emma Tayler

**Subject:** Fw: A82 Pulpit Rock Improvement Consultation

Good Evening All,

Attached please find the proposals for the road improvement works at Pulpit Rock.

I would appreciate if this proposal can be reviewed by all and any comments fed back to me by mid February. I will prepare a consolidated response,

Thanks

Regards

Stewart

PS I am flying out to South Africa on Friday so I will be out of communications contact from Friday mid day until Sunday.

----- Original Message -----

**From:** [Zoe McClelland](mailto:Zoe McClelland)

**To:** [stewart@stewartmac.com](mailto:stewart@stewartmac.com)

**Sent:** Wednesday, January 27, 2010 3:55 PM

**Subject:** A82 Pulpit Rock Improvement Consultation

Dear Mr MacLean,

Scott Wilson Ltd. has been appointed by Transport Scotland to prepare a proposed improvement scheme for the A82 at Pulpit Rock between Tarbet and Crianlarich within the Loch Lomond and the Trossachs National Park. The location of the proposed scheme is shown in Figure 1 attached. We would now appreciate your further comments on the current Recommended Scheme, which is shown on Figure 2 also attached.

A Scoping Report has also been undertaken as part of the environmental impact assessment (EIA) process and is now available to view. If you wish to request a copy of this Scoping Report please contact me on 0131 225 1230 or [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

The A82 trunk road between Glasgow and Fort William is the principal road link to the west of Scotland . The route is generally rural in nature between Tarbet and Fort William and consists of a single 2-lane carriageway of varying standards. Much of the carriageway is less than 7.3m wide and many sections do not have hardstrips or verges. The tortuous geometry along the section of the A82 between Tarbet and Ardlui is well recognised and results in considerable delays to road users, particularly when a high number of tourists are attracted to the route during the summer months and when heavy goods vehicles are required to negotiate the tight horizontal bends and narrow carriageway width. This section also includes the long-term traffic signals at Pulpit Rock where shuttle working has been in operation for many years. These traffic signals can lead to significant localised queuing.

The current Recommended Scheme will provide improvements over a length of approximately 380m. This is a partly offline structural solution, provided by a new viaduct, which runs in parallel to the loch shoreline for approximately 180m. The improvements to the existing road will extend approximately 180m to the north of the new structure. Resurfacing tie-in works will be required in advance of the start and end of the design covering approximately 20m at each location.

The Scheme would be carried out under The Roads ( Scotland ) Act 1984 and at this stage we are currently preparing the Environmental Statement. In order to identify and assess the likely environmental impacts of the current Recommended Scheme and any potential mitigation measures that may be required, we are therefore writing to you to ask you;

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the current Recommended Scheme; and
- To identify any issues that you would like to see included in the Environmental Statement.

Please let us have your written comments as soon as possible but by **no later than Friday 26<sup>th</sup> February 2010** in order for these to be taken into account in the Environmental Statement. If you wish to discuss the proposals further, or seek clarification about the information requested, please do not hesitate to contact me on Tel No. 0131 225 1230 0131 225 1230 or at [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com).

Yours sincerely

Zoë

Zoë McClelland MRTPI  
Senior Planning Consultant  
Scott Wilson | Environment & Natural Resources  
23 Chester St, Edinburgh , EH3 7EN , United Kingdom

T +44 (0)131 225 1230 +44 (0)131 225 1230  
DD +44 (0)131 718 5202 +44 (0)131 718 5202  
F +44 (0)131 225 5582  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)  
[www.scottwilson.com](http://www.scottwilson.com)

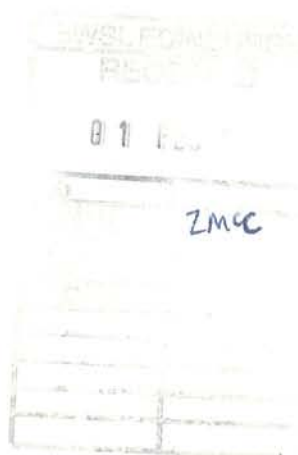
Please consider the environment and only print this email if necessary.  
Scott Wilson supports the UN Global Compact and Caring for the Climate initiatives.

## British Trust for Ornithology (BTO)



Our ref: acc/10/1501

**Ms Zoe McClelland**  
Scott Wilson  
23 Chester Street  
Edinburgh  
EH3 7EN



BTO Scotland  
University of Stirling Campus  
(3A 120/125 Cottrell Building)  
Stirling FK9 4LA  
Scotland  
T +44 (0) 1786 466560  
F +44 (0) 1786 466561  
E scot.info@bto.org

29 January 2010

Dear Ms McClelland

**A82 Pulpit Rock Improvement Consultation**

Further to your letter, requesting comments and information regarding the above, the BTO are not able to comment on potential development proposals that are sent to us unsolicited.

If you would like to engage one of our research ecologists to review the ornithological component of any ENVIRONMENTAL STATEMENT and report on the findings, then please would you contact Rebecca Cranston at the above address and this can be arranged on a consultancy basis.

Alternatively, if you wish to make a formal request for ornithological data held by us, then please send your request to this email address 'datarequests@bto.org' and you will be advised on the data that is available. Any data that is eventually provided will incur a charge.

Yours sincerely

PP: **Dr Chris Wernham**  
Head of Office  
BTO Scotland

## CTC Scotland



**From:** [Zoe McClelland](#)  
**To:** [Peter Hawkins](#)  
**Cc:** [Katharine Taylor](#); [Andy Preece](#); [Peter Hayman](#); [Ryan Hutchison](#)  
**Subject:** RE: A82 Pulpit Rock  
**Date:** 20 May 2010 14:49:00

---

Hi Peter,

Yes you are right that the works extend beyond the viaduct but purely to tie into the existing road and as detailed below the design has been derived to match that provided on the adjacent lengths of the A82 where there is currently no edge strip.

Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)

-----Original Message-----

From: Peter Hawkins [<mailto:peterhawk@phonecoop.coop>]  
Sent: 17 May 2010 17:57  
To: Zoe McClelland  
Cc: Katharine Taylor; Andy Preece; Peter Hayman  
Subject: Re: A82 Pulpit Rock

Thanks for that Zoe.

I appreciate the constraints at the viaduct and agree that 2m is realistic; even at 2m, it's better than nothing. I seem to remember the works extended beyond the viaduct though - if so, what provision is there?

Peter

On 17 May 2010, at 16:48, Zoe McClelland wrote:

> Peter,  
>  
> My sincere apologies for not responding to you before now, please  
> see our response to your query below.  
>  
> The site for the proposed improvement at Pulpit Rock is particularly  
> physically constrained, with the loch on one side and rock cuttings  
> on the other. In addition, the proposal is influenced by the  
> environmental sensitivities entailed with being located in both a  
> National Scenic Area and a National Park. There has been a number  
> of localised constraints influencing scheme design, namely, the rock  
> outcrop to the west of the scheme and the loch foreshore to the east  
> which supports a number of European Protected Species and is  
> particularly important for otters, which are a qualifying feature of  
> the Loch Lomond Special Area of Conservation  
>  
> In recognition of these constraints, the currently proposed cross  
> section off the viaduct has been derived to match that provided on  
> the adjacent lengths of the A82 where there is currently no edge  
> strip. Nevertheless, in recognition of the longer term aspiration to  
> upgrade this length of the A82, a 2m wide verge is being proposed on  
> the loch side of the viaduct as a means of 'future proofing' in the  
> event that cycle provision should be incorporated along this length  
> of the A82 at some later date. On this basis, the proposed cross  
> section improvement for this location on the A82 has been discussed,  
> reviewed and approved by Transport Scotland's Standards Branch.  
>

> Best regards,  
> Zoë  
>  
> Zoë McClelland MRTPI  
> Senior Planning consultant  
> T +44 (0)131 718 5202  
> E zoe.mcclelland@scottwilson.com

>  
>  
>  
> -----Original Message-----  
> From: Peter Hawkins [<mailto:peterhawk@phonecoop.coop>]  
> Sent: 30 March 2010 17:16  
> To: Zoe McClelland  
> Cc: Katharine Taylor; Andy Preece; Peter Hayman  
> Subject: Re: A82 Pulpit Rock

>  
> Thanks Zoe, that's very helpful. I'm glad to see there will be a  
> footpath/cycleway on the loch side of the viaduct, but at 2m this is  
> sub-standard for two-way shared use. And will it only be for the  
> viaduct - what about the rest of the works?  
> Most new road works include a 1-metre edge strip, marked off by a  
> white line, which is not a cycle lane but can be very useful for  
> cyclists. I'd like to know if these works include one.

>  
> Best wishes,  
> Peter Hawkins

>  
> On 30 Mar 2010, at 16:54, Zoe McClelland wrote:

>  
>> Dear Peter,

>>  
>> Please find attached to this email our letter of response to your  
>> consultation comments.

>>  
>> Many thanks,  
>> Zoë

>>  
>> Zoë McClelland MRTPI  
>> Senior Planning consultant  
>> T +44 (0)131 718 5202  
>> E zoe.mcclelland@scottwilson.com

>> -----Original Message-----  
>> From: Peter Hawkins [<mailto:peterhawk@phonecoop.coop>]  
>> Sent: 06 February 2010 15:07  
>> To: Zoe McClelland  
>> Cc: John Foster; Colin Howden; Andy Preece  
>> Subject: A82 Pulpit Rock

>>  
>> Dear Zoe,  
>> I am the Right-to-Ride Co-ordinator for CTC Scotland , and John  
>> Foster  
>> has forwarded details of this scheme to me. Unfortunately we do not  
>> have a local rep with detailed knowledge of the road at this  
>> location.  
>> I will make my own comments based on the info given, but would also  
>> suggest you contact Go-Bike, the Glasgow Cycle Campaign, if you  
>> haven't done so already - [www.gobike.org](http://www.gobike.org)

>>  
>> Relevant info - I believe this stretch of the A82 is quite popular  
>> with cyclists, as indeed it has to be, since there is no viable  
>> alternative north-south route. There is a segregated cycle track for  
>> the A82 further south and one assumes it will be extended northwards

>> eventually. Therefore any changes here should incorporate a cycle  
>> facility, preferably a 1.5m strip in both directions, or wider for a  
>> 2-  
>> way route, and this would preferably be on the loch-ward side.  
>>  
>> Concerns about current recommended scheme - very visually intrusive  
>> in  
>> a sensitive area, and whether it will make much difference to  
>> congestion and overall journey times in the longer-term is doubtful,  
>> since once this bottle-neck is removed, more drivers will choose to  
>> use the route, traffic levels will increase, and bottle-necks at  
>> other  
>> points will become more congested.  
>> Any increase in traffic levels on such a narrow road is a deterrent  
>> for cyclists.  
>> A different solution would be a local congestion charge, making  
>> drivers pay to use this piece of road, as an alternative to the  
>> scheme. That might deter casual use, and might be feasible since the  
>> area lies within the National Park.  
>> The parallel railway route nearby is under-used, and every effort  
>> should be made to encourage modal shift.  
>>  
>> Issues to be included in ES:  
>> The Environmental Statement should make a realistic assessment of  
>> likely induced traffic once the bottle-neck is removed, based on  
>> similar examples elsewhere (induced traffic is normally grossly  
>> under-  
>> estimated, in order to make the scheme look more cost-beneficial).  
>> Remember that Glasgow is within easy reach for day-trippers. The  
>> proportion of traffic which is purely touristic should be part of the  
>> assessment.  
>> The effect of the extra traffic in terms of carbon emissions and the  
>> requirements of the Climate Change Act to REDUCE emissions should  
>> also  
>> be taken account of.  
>> This is a good example of where excessive traffic and road  
>> infrastructure can destroy the very scenery the tourists come to see.  
>>  
>> Yours etc,  
>> Peter Hawkins  
>>  
>>  

---

  
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>> anti-virus service working around the clock, around the globe, visit:  
>> <http://www.star.net.uk>  
>>  

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Our Ref: S100785/em2/2

Your Ref:

Date: 30/03/10

Dear Mr Hawkins,

### A82 Pulpit Rock Improvement Consultation

Many thanks for your email dated 6<sup>th</sup> February 2010 relating to the Environmental Impact Assessment Scott Wilson are conducting for the improvements to the A82 at Pulpit Rock. Your comments will be used to inform the detailed design of the scheme to ensure all environmental concerns are integrated into the design process where possible and will be reported in an Environmental Statement (ES). Once completed the ES will be published alongside draft Road Orders and Compulsory Purchase Orders for the scheme as required under the Roads (Scotland) Act 1984.

On publication of the draft Orders, Compulsory Purchase Orders and the Environmental Statement, Transport Scotland will host a public exhibition detailing the scheme proposals, the environmental impacts and any mitigation measures proposed to minimise these effects. There is a statutory period of 6 weeks following publication of the Draft Orders and the ES during which time you are entitled to comment on the scheme.

In response to the specific issues of cycling provision through the scheme, although the A82 Pulpit Rock Scheme corridor is currently "cycleable" along its duration, there is no specific provision for cyclists e.g. on-road cycle lanes or adjacent off-road cycle paths. Cyclists therefore have to share the single carriageway with motorised vehicular traffic. Along the A82 between Tarbet (where the West Loch Lomond Cycle Path from Balloch ends) and Crianlarich, there is no formal off-road cycleway or "quieter" on-road cycling alternatives to take cyclists off the A82. The scheme design provides a 2m footpath/cycleway on the loch-side of the proposed viaduct.

Again thank you for taking the time to respond to our request for consultation. On publication of the Draft Road Orders, Compulsory Purchase Orders and the Environmental Statement as stated above a public exhibition will be held. The exhibition will be widely publicised in the local press, the community councils and will also be advertised locally.

Yours sincerely

A handwritten signature in black ink, appearing to read "Zoë McClelland".

Zoë McClelland

## Deer Commission Scotland

**From:** [James Scott](#)  
**To:** [Zoe McClelland](#)  
**Subject:** A82 Pulpit Rock  
**Date:** 11 February 2010 17:38:02

---

Dear Zoe

The Deer Commission for Scotland does not feel that this proposal is of sufficient magnitude to require further consideration.

Yours sincerely

James Scott  
Deer Officer  
Deer Commission For Scotland  
Alpha Centre, Unit 11  
Stirling University Innovation Park  
STIRLING  
FK9 4NF

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## Scottish Badgers

**From:** [Ian Hutchison](#)  
**To:** [Zoe McClelland](#)  
**Subject:** A82 Pulpit Rosk Improvement Consultation  
**Date:** 01 February 2010 08:51:33

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Dear Zoe

Thank you for consulting us on the above scheme. I am not sure we have much information for you other than the record of a road traffic victim found in 2004 at NN 322 142 which appears to be slightly north of the proposed project. The badger in this case was found to be on the shoreline and was thought to have arrived there after being struck by a vehicle as it crossed the road. I would therefore advise that a badger survey is carried out to confirm/deny the presence of badgers from the target area and should they be present suitable mitigation plans drawn up to reduce the impact of badgers affected by the scheme. It should be borne in mind that badgers are omnivorous in habit and therefore may well be foraging along the shoreline and will be crossing the road to get there. Please don't hesitate to get in touch with me should you need any further assistance.

Ian Hutchison  
Scottish Badgers  
01356 624851

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## Scottish Enterprise

25 February 2010

Scott Wilson  
23 Chester Street  
Edinburgh EH3 7EN

***For the attention of Ms Zoe McClelland***

Dear Sir/Madam

**A82 Pulpit Rock Improvement Consultation**

Thank you for your recent correspondence.

The A82 trunk route is the principal route between Glasgow and the West Highlands and the section between Tarbet and Crianlarich has long been recognised as being in need of improvement and a potential accident black spot. Scottish Enterprise welcomes the proposals by Transport Scotland for an improvement scheme on the A82 at Pulpit Rock between Tarbet and Crianlarich. It will assist the economy of the area by allowing improved travel for businesses making the route more attractive to tourists.

Whilst any scheme at this location, by the very nature of the geography, will require some level of man-made intervention, the proposed scheme will hopefully do this as sensitively as possible and has the potential to open up views up and down the loch in this location.

We confirm that we do not hold any information that would be considered relevant and have no comments to make on the proposed scheme or the content of the Environmental Statement.

We look forward to hearing of the scheme's progress in the near future.

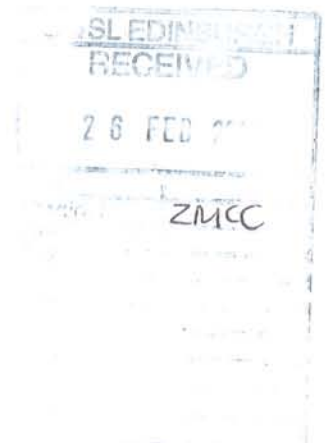
Yours faithfully



*f.p.* **Allan McQuade**  
**Senior Director, Business Infrastructure West**

Direct Line: 0141 228 7427

E-mail address: [allan.mcquade@scotent.co.uk](mailto:allan.mcquade@scotent.co.uk)



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[www.scottish-enterprise.com](http://www.scottish-enterprise.com)



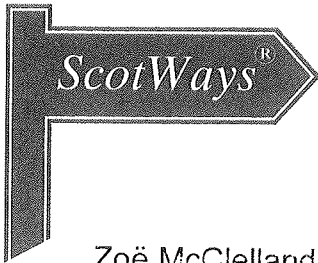
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## Scotways



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Zoë McClelland  
Scott Wilson  
23 Chester Street  
Edinburgh  
EH3 7EN

03/02/2010

Dear Sirs,

**Your Ref: S100785/e42**  
**A&Z Pulpit Rock Improvement Consultation**

Thank you for your letter of 26<sup>th</sup> January 2010. The National Catalogue of Rights of Way does not show any rights of way, other than those that will be present along any public road, within the area indicated on your plan. However, as there is no definitive record of rights of way in Scotland, there may be routes that meet the criteria but have not been recorded as they have not yet come to our notice.

You will no doubt be aware that there may now be general access rights over any area of land under the terms of the Land Reform (Scotland) Act 2003. It is also worth bearing in mind Core Path Plans, currently being prepared by local authorities as part of their duties under this Act.

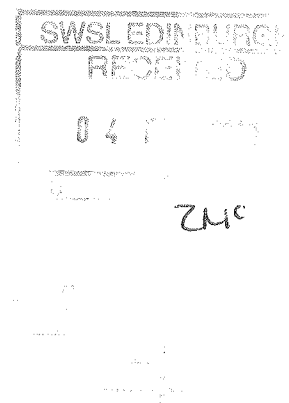
You may be interested in our book: *Access Rights and Rights of Way - A Guide to the Law in Scotland* by Prof R Paisley. Copies can be purchased from us for £10, which includes P&P.

Neither the Society nor its individual officers carries professional indemnity insurance and in these circumstances any advice that we give, while given in good faith, is always given without recourse.

I hope the information above is useful to you. Please do not hesitate to contact me if you have any further queries.

Yours sincerely,

Eleisha Fahy  
Access Enquiries Assistant



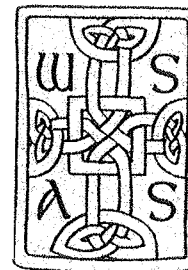
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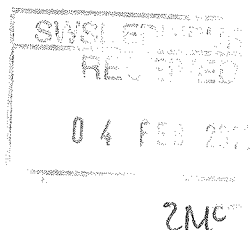
## West of Scotland Archaeology Service (WOSAS)

Our ref: 7/1/2/Cons 21955  
Your ref: S100785/e46  
WoSASdoc: Pulpit Rock Cons 21955.doc  
Date: 3 February 2010  
Contact: Martin O'Hare  
Direct dial: 0141 287 8333

# WEST of SCOTLAND ARCHAEOLOGY SERVICE



Scott Wilson Scotland Ltd  
23 Chester Street  
Edinburgh  
EH3 7ET



20 India Street, Glasgow G2 4PF  
Tel: 0141 287 8330  
Fax: 0141 287 9529  
enquiries@wosas.glasgow.gov.uk

FAO: Zoe McClelland

Dear Ms McClelland,

## Re: A82 Pulpit Rock Improvements - request for information

I refer to your letter of the 26<sup>th</sup> of January 2010, requesting information on potential archaeological issues raised by the proposed upgrade of the A82 between Tarbert and Crainlarich. I have consulted the information held in the Sites and Monuments Record (SMR), as well as available historic maps of the area and previous casework logs, and would like to make the following comments.

As you may be aware, we were contacted about the proposed upgrade of the A82 at Pulpit Rock by Sue Bell of Scott Wilson Scotland Ltd on the 19<sup>th</sup> of June 2007. As the area affected by the current proposal is broadly similar to that under consideration at that time, I would therefore reiterate my previous comments.

The most obvious potential issue associated with the proposed upgrade of this stretch of road is its proximity to Pulpit Rock. This rock, into which a vestry was excavated in 1825, is a legally-protected Scheduled Monument in the care of the Scottish Ministers, and any proposal that has an effect on the site would therefore require a grant of Scheduled Monument Consent in advance of work commencing. If you have not already done so, I would therefore recommend that you should contact Historic Scotland, which acts as the representatives of the Scottish Ministers in relation to scheduled archaeological material, to determine whether they would wish to comment on the impact of the proposed scheme on the Scheduled Monument and its setting. With respect to the impact of the preferred proposal on this site, it is apparent that the carriageway in the area below the rock would be widened by cutting back into the hill slope, while maintaining the line of the existing loch-side barrier. This would appear to have some potential to disturb or destroy the site, either as a result of the detail of the design or due to unexpected effects caused by rock blasting. I would therefore recommend that any assessment of the various methodologies available to achieve this cutting-in should proceed with the aim of minimising the impact of any development on this monument, and of ensuring its long-term survival within an appropriate setting.

In addition to the site of Pulpit Rock, the line of the 18<sup>th</sup> Century Military Road running between Tarbert and Crainlarich runs along the western side of Loch Lomond, and passes close to the area proposed for upgrade. Much of the road follows the line of the current A82, and is likely to have been largely removed either by works to create the modern road surface or by the railway, which also runs through the area. However, comparison with available historical maps suggests that the line of the former Military Road may have run further inland than the current A82 to the south of the area proposed for upgrade. The A82 skirts the coast of the loch at this point, while Roy's Military Survey of Scotland, conducted in the period 1747-55, suggests that the main route up the western side of the loch to the south of Pulpit Rock ran further inland during the mid 18<sup>th</sup> century. However, the Roy map also suggests that the road returned to the loch-side in the vicinity of the bay to the north of the rock, which would suggest some potential for the line of the old road to survive in the area, away from the course of the modern A82. Staff from the Ordnance Survey, who visited the site in 1973, suggested that the line of the former Military Road survived as a terrace and causeway 5m wide from NN 3257

1360, to the south of Pulpit Rock, to NN 3231 1393, to the north of the section of the A82 proposed for upgrade, following the approximate line of a road shown in the 1<sup>st</sup> edition OS map of the mid 19<sup>th</sup> century. The majority of this route also appears as a track on current OS maps of the area, leading up to Pulpit Rock from the north, and from the bridge under the railway to the south. It is possible that elements of the Military Road may be affected by the proposed cutting-back of the hill-slope in the area to the east of Pulpit Rock.

There is also some potential for crannogs to be present around the shores of the Loch. A large number of crannogs have been identified from Loch Lomond, and it is likely that there will be additional unrecorded examples that are no longer visible due to the artificially high water levels that currently exist in the loch. Consequently, there is a potential for the proposal to build out into the loch in the area to the south of Pulpit Rock to disturb or destroy material related to monuments of this type. I would therefore recommend that any survey of the loch floor in the area adjacent to Pulpit Rock undertaken as part of the feasibility study should also attempt to identify whether archaeological material of this type is present below the current water level. This potential may not be particularly high, given the steeply-sloping nature of the local topography adjacent to the loch edge at this point, but I would nevertheless advise that it needs to be assessed.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Mark O'Hara'. The signature is written in a cursive style with a large 'M' and 'O'.

West of Scotland Archaeology Service

## Strathclyde Fire and Rescue Service



**From:** [Zoe McClelland](#)  
**To:** [Rae, John](#)  
**Subject:** RE: A82 Pulpit Rock Improvement Consultation  
**Date:** 08 February 2010 12:15:00  
**Attachments:** [A82 Scoping Report.pdf](#)

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John,

Please find attached a copy of the scoping report as requested. With regards to maintenance of access for emergency vehicles no firm plan is in place at the moment but a strategy needs to be developed in consultation with emergency services and the Local Authorities. This is usually a matter for contract documents with the construction contractor and will be subject to discussion with appropriate consultees (LAs, emergency services) at appropriate time i.e. when contract documents are drafted at next stage of scheme development following the publication of the Environmental Statement and Draft Roads Orders.

We at Scott Wilson or Transport Scotland will therefore be in touch in due course regarding the maintenance arrangements.

Best regards,  
Zoë

Zoë McClelland MRTPI  
Senior Planning consultant  
T +44 (0)131 718 5202  
E [zoe.mcclelland@scottwilson.com](mailto:zoe.mcclelland@scottwilson.com)

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**From:** Rae, John [mailto:John.Rae@strathclydefire.org]  
**Sent:** 08 February 2010 11:32  
**To:** Zoe McClelland  
**Subject:** A82 Pulpit Rock Improvement Consultation

Zoe

Further to your correspondence dated 26<sup>th</sup> Jan 2010 regarding the above subject.

Firstly I would like a copy of your Scoping Report at your convenience. Secondly the only concern I have is the plans for the maintenance of access for emergency vehicles travelling in both directions during the scheduled work.

Regards

**John Rae.**

Head of Operations and Development  
Argyll and Bute Area  
54 South King Street  
Helensburgh  
G84 7DX

Area HQ: 01436 655 918

Fax: 01436 655 924

Direct Dial: 01436 655 917

## British Horse Society (BHS)

**From:** [Helene Mauchlen](#)  
**To:** [Zoe McClelland](#)  
**Subject:** A82 Improvement  
**Date:** 11 February 2010 11:42:17

---

Hi Zoe, just an email to thank Scott Wilson for consulting with BHS; except in extreme circumstances horse riders and carriage drivers will rarely use this road. We support the improvements - as anything improving the experience of transporting equines by road (by making the ride smoother) is appreciated and quite a few horses and ponies will travel this road in lorries and trailers.

Thank you for consulting with us

Regards

Helene Mauchlen  
Scottish Development Officer for The British Horse Society  
Woodburn  
Crieff  
Perthshire  
PH7 3RG

01764 656334  
07808141077

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