

5 Policies and Plans

5.1 Introduction

The purpose of this chapter is to determine whether or not the scheme shows consistency with current policy. Sources of information used include National, Regional and Local policy documents, including; The National Planning Framework 2, the newly adopted Scottish Planning Policy (SPP) the Argyll and Bute Structure Plan: Developing Our Future (2002), The Loch Lomond and Trossachs National Park Plan 2007-2012 (and Mid-Term Review 2010), the Dumbarton District Wide Local Plan (1999), The Loch Lomond and Trossachs National Park Finalised Draft Local Plan (February 2010) and the Argyll and Bute Local Transport Strategy 2007- 2010: Moving Forward. No technical difficulties were experienced during the policy context assessment. Statutory consultation with the Loch Lomond and Trossachs National Park Authority was undertaken.

5.2 Methodology

A desk top study has been undertaken to identify and review existing and emerging planning policy issues at a national (NPF2/SPP/PAN), regional (Structure Plans) and local (Local Plans) level to identify existing and emerging issues, policy initiatives and Local Plan proposals relevant to the consideration of the Scheme, and its development implications. The approved Structure Plan for the area is the Argyll and Bute Structure Plan: Developing our Future (2002) and the adopted Local Plan for the area is the Dumbarton District Wide Local Plan (March 1999). The Loch Lomond and Trossachs National Park Authority (LLTNPA) are currently preparing a new local plan for the while of the National Park which following consultation is now in Finalised Draft form. In the LLTNPA 'Development Plan Scheme' document published in July 2010 they state that the Park Authority will refer to the finalised draft local plan as a 'material consideration' as it states their current views and approach to planning issues. In addition the National Park Plan and the Argyll and Bute Local Transport Strategy have also been reviewed. The scoping stage included consultation with the Local Authority planning department, to consider the effect of the scheme upon land use and development patterns, and to determine the major policy and land use concerns.

In assessing the effects of the scheme in relation to policy objectives, it is important to set criteria, which allows the significance of the effect to be determined. DMRB (Vol. 11) provides guidance on the assessment of a (road) scheme in relation to National, Regional and Local policies, yet does not describe the criteria for assessment or the weighting that should be placed on particular policy objectives.

Whilst noting the guidance contained within DMRB (Vol. 11), for the purposes of this environmental statement, the assessment of the scheme against policy objectives will identify the level of policy affected, the magnitude of any impact, and the effects that the scheme has on promoting or inhibiting policy and proposal implementation. Table 5.1 indicates the levels of policy identified and assessed in relation to the Scheme, with Table 5.2 outlining the criteria to which the magnitude of effects on policy was assessed.

Table 5.1 - Level of Policy

Levels of Identified Policies
National
Regional
Local

Table 5.2 - Magnitude of Impact Criteria

Magnitude of Impact	Level Conformity
Significant	Directly implements/contravenes policy objective
Moderate	Promotes/inhibits policy implementation
Slight	Is a component of promoting/ inhibiting policy implementation
Negligible	Has no beneficial/adverse role in promoting policy objectives

5.3 Consultations

Statutory consultation with the Loch Lomond and Trossachs National Park Authority (LLTNPA) was undertaken, and details of relevant policies and plans were provided. Further information on consultations can be found in Chapter 3 – Consultation. The LLTNPA did not provide specific information or views on the impact of the scheme on planning policy objectives in their response to the scoping consultation.

5.4 Baseline

The baseline describes those National, Regional and Local policies and proposals that directly support the principle of the scheme or present potential issues through future proposals or objectives that might be supported or inhibited by scheme development. Baseline investigations have been made relating to land use.

It should be noted that there are a number of documents that form a background to the scheme and have been drivers in initiating work to take the scheme forward.

The localised improvements at Pulpit Rock were part of a suite of measures proposed in the A82 Route Action Plan (February 2006).

“The A82 Route Action Plan comprises a set of local improvements, which have been optimised to address existing and emerging problems along the length of the route. These improvements have been developed following an analysis of key factors such as current road characteristics, trends in road safety and prevailing operating conditions, and are supported by standard scheme appraisals and a prioritised programme of implementation”.

(A82 Route Action Plan, Paragraph 2.1:2006)

Pulpit Rock is identified as part of the strategy for improving conditions along the A82.

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 intervention supports the objectives to provide a significant improvement in road standard along the A82 and to reduce the accident severity rates on the route. The STPR states that the Route Action Plan forms the basis for the intervention, which has seen the Scottish Government commitments to deliver the Pulpit Rock Improvements.

Neither the A82 Route Action Plan nor the STPR are assessed here as they both provide supporting justification for the scheme and therefore do not require assessment.

5.4.1 National Planning Policy

5.4.1.1 National Planning Framework

Scotland's second National Planning Framework (NPF2) was published in 2009. It guides Scotland's development to 2030, setting out strategic development priorities to support the Scottish Government's central purpose – sustainable economic growth. The Planning etc. (Scotland) Act 2006 put NPF2 on a statutory footing.

"[NPF2] focuses strongly on priorities for the improvement of infrastructure to support long-term development. For transport infrastructure, it promotes the strategic outcomes set out in the National Transport Strategy and incorporates the findings of the Strategic Transport Projects Review."

(NPF2 (2009), para 5, pg 1)

With particular reference to infrastructure, NPF2 states:

"For trunk roads, the Government is focusing on tackling congestion where it affects journey time reliability, targeted enhancement of capacity, managing demand on the network and addressing the accessibility of rural areas....The A82 and A83 trunk roads are key strategic routes for the Highlands and Islands. Targeted improvements between Glasgow and Fort William have been identified as a priority by the STPR... Many roads in the Highlands and Islands and the South of Scotland are lifeline routes for rural communities and of critical importance to the local economy. Their continued maintenance and improvement is essential to ensure the safety of the network and to support long-term development".

(NPF2 (2009), para 133, pg 49)

5.4.1.2 Scottish Planning Policy

The Scottish Government published the consolidated 'Scottish Planning Policy' (SPP) in February 2010 which replaces the SPP and NPPG series with a single SPP.

The SPP sets out:

- the Scottish Government's view of the purpose of planning,

- the core principles for the operation of the system and the objectives for key parts of the system,
- statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006,
- concise subject planning policies, including the implications for development planning and development management, and
- the Scottish Government's expectations of the intended outcomes of the planning system.

Alongside policy on development plans, development management, community engagement, sustainable development, climate change and sustainable economic growth, the SPP sets out policy on economic development, town centres and retailing, housing, rural development, fish farming, coastal planning, historic environment, landscape and natural heritage, open space and recreation, green belts, transport, renewable energy, flooding and drainage, waste management, minerals, onshore oil and gas operations, surface coal mining and communications infrastructure.

The following subject policies of the SPP are relevant to this assessment;

Subject Policies	Content
RURAL DEVELOPMENT	The planning system has a significant role in supporting sustainable economic growth in rural areas. By taking a positive approach to new development, planning authorities can help to create the right conditions for rural businesses and communities to flourish. The aim should be to enable development in all rural areas which supports prosperous and sustainable communities whilst protecting and enhancing environmental quality.
HISTORIC ENVIRONMENT	<p>The historic environment is a key part of Scotland's cultural heritage and it enhances national, regional and local distinctiveness, contributing to sustainable economic growth and regeneration.</p> <p>The historic environment includes ancient monuments, archaeological sites and landscape, historic buildings, townscapes, parks, gardens and designed landscapes and other features. It comprises both statutory and non-statutory designations. The location of historic features in the landscape and the patterns of past use are part of the historic environment. In most cases, the historic environment (excluding archaeology) can accommodate change which is informed and sensitively managed, and can be adapted to accommodate new uses whilst retaining its special character.</p>
Scheduled Monuments and Designated Wrecks	Scheduled monuments are archaeological sites, buildings or structures of national or international importance. The purpose of scheduling is to secure the long term legal protection of the monument in the national interest, in-situ and as far as possible in its existing state and within an appropriate setting. Scheduled monument consent is required for any works that would demolish, destroy, damage, remove, repair, alter

Subject Policies	Content
	<p>or add to the monument. Where works requiring planning permission affect a scheduled monument, the protection of the monument and its setting are important considerations.</p>
	<p>Archaeology</p> <p>Archaeological sites and monuments are an important, finite and non-renewable resource and should be protected and preserved in situ wherever feasible.</p>
<p>LANDSCAPE AND NATURAL HERITAGE</p>	<p>Scotland's landscape and natural heritage are internationally renowned and important, underpinning significant industries such as the food, drink and tourism industries, and are a key component of the high environmental quality which makes Scotland an attractive place in which to live, do business and invest. Improving the natural environment and the sustainable use and enjoyment of it is one of the Government's national outcomes.</p> <p>The most sensitive landscapes may have little or no capacity to accept new development. Areas of wild land character in some of Scotland's remoter upland, mountain and coastal areas are very sensitive to any form of development or intrusive human activity and planning authorities should safeguard the character of these areas in the development plan.</p> <p>All public bodies, including planning authorities, have a duty to further the conservation of biodiversity under the Nature Conservation (Scotland) Act 2004, and this should be reflected in development plans and development management decisions. Biodiversity is important because it provides natural services and products that we rely on, is an important element of sustainable development and makes an essential contribution to Scotland's economy and cultural heritage.</p> <p>Landscapes and the natural heritage are sensitive to inappropriate development and planning authorities should ensure that potential effects, including the cumulative effect of incremental changes, are considered when preparing development plans and deciding planning applications. While the protection of the landscape and natural heritage may sometimes impose constraints on development, with careful planning and design the potential for conflict can be minimised and the potential for enhancement maximised. However there will be occasions where the sensitivity of the site or the nature or scale of the proposed development is such that the development should not be permitted. Statutory natural heritage designations are important considerations where they are directly or indirectly affected by a development proposal. However, designation does not necessarily imply a prohibition on development.</p>
	<p>International Designations</p> <p>Sites classified as Special Protection Areas (SPA) under the Birds Directive (Directive 79/409/EEC on the conservation of wild birds) and designated as Special Areas of Conservation (SAC) under the Habitat Directive (Directive 92/43/EEC on the conservation of natural habitats and of wild flora or fauna) form an EU-wide network of protected areas known as Natura 2000. Any development plan or development proposal which is likely to have a significant effect on a Natura site and is not directly connected with or necessary to the</p>

Subject Policies	Content
	<p>conservation management of the site must be subject to an appropriate assessment by the planning authority of the implications for the sites conservation objectives. Development which could have a significant effect on a Natura site can only be permitted where;</p> <ul style="list-style-type: none"> - an appropriate assessment has demonstrated that it will not adversely affect the integrity of the site, or - there are no alternative solutions, and - there are imperative reasons of overriding public interest, including those of a social or economic nature
<p>National Designations</p>	<p>A National Scenic Areas (NSA) is an area which is nationally important for its scenic quality. A Site of Special Scientific Interest (SSSI) is notified for the special interest of its flora, fauna, geology or geomorphological features. A National Nature Reserve (NNR) is an area considered to be of national importance for its nature conservation interests. Development that affects a NSA, SSSI or NNR should only be permitted where:</p> <ul style="list-style-type: none"> - it will not adversely affect the integrity of the area or the qualities for which it has been designated, or - any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance. <p>National parks are designated under the National Parks (Scotland) Act 2000 because they are areas of national importance for their natural and cultural heritage. The four aims of national parks are to:</p> <ul style="list-style-type: none"> - conserve and enhance the natural and cultural heritage of the area, - promote sustainable use of the natural resources of the area, - promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public, and - promote sustainable economic and social development of the area's communities. <p>In circumstances where conflict between the objectives arises and cannot be resolved, the 2000 Act requires that the conservation of the natural and cultural heritage should take precedence. The management strategy for each</p>

Subject Policies	Content
	<p>park is set out in the National Park Plan. Development plans within park areas should be consistent with the National Park Plan.</p>
	<p>Local Designations International and national designations can be complemented by local designations which protect, enhance and encourage the enjoyment and understanding of locally important landscapes and natural heritage. Local designations should be clearly identified and protected through the development plan.</p>
	<p>Protected Species Many species are legally protected and their presence or potential presence is an important consideration in decisions on planning applications. Although their presence rarely imposes an absolute block on development, mitigation measures are often needed and the layout, design and timing of works may be affected. If there is evidence to suggest that a protected species is present on site or may be affected by a proposed development, their presence must be established, the requirements of the species factored into the planning and design of the development and any likely impact on the species fully considered prior to the determination of the planning application.</p>
	<p>Trees and Woodland Ancient and semi-natural woodland is an important and irreplaceable national resource that should be protected and enhanced, as should other native and long established woodlands with high nature conservation value. Other woodlands, hedgerows and individual trees, especially veteran trees, may also have significant biodiversity value and make a significant contribution to landscape character and quality so should be protected from adverse impacts resulting from development.</p>
<p>TRANSPORT</p>	<p>The existing transport network, environmental and operational constraints, proposed or committed transport projects and demand management schemes should be taken into account in development plans and development management decisions.</p>
	<p>Strategic Transport Network The strategic transport network, which includes the trunk road, motorway and rail networks, is critical in supporting a level of national connectivity that facilitates sustainable economic growth. The primary purpose of the strategic transport network is to provide for the safe and efficient movement of strategic long distance traffic between major centres, although in rural areas it also performs important local functions.</p>

Subject Policies	Content
FLOODING AND DRAINAGE	<p>Development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere should not be permitted. Alterations and small scale extensions are generally out with the scope of this policy, provided they are unlikely to have a significant effect on the storage capacity of the functional flood plain or affect local flooding problems. The area of impermeable surface should be kept to a minimum in all new developments.</p> <p>Prospective developers should take flood risk into account before committing themselves to a site or project. The responsibility of the planning authority is to have regard to the risk of flooding when preparing development plans and determining the planning applications, but this does not affect the liability position of applicants and occupiers who have responsibilities for safeguarding their property. Planning authorities should avoid any indication that a grant of planning permission implies the absence of flood risk.</p>

5.4.1.3 Planning Advice Notes

There are also a variety of Planning Advice Notes (PANs) published by the Scottish Government which provide advice and information on technical planning matters. PANs provide technical guidance and are not considered policy documents and are therefore not assessed in this chapter. However there are a number that have informed this Environmental Impact Assessment including;

- PAN 42 – Archaeology – The Planning Process and Scheduled Monument Procedures
- PAN 50 – Environmental Impact Assessment
- PAN 60 – Planning for Natural Heritage
- PAN 56 – Planning for Noise
- PAN 61 – Planning and Sustainable Urban Drainage Systems
- PAN 75 – Planning for Transport
- PAN 79 – Water and Drainage

5.4.2 The Development Plans

5.4.2.1 Introduction

When the National Park was established, it inherited a suite of development plans from the four local authorities that cover the Park. There are therefore a number of development plans that are relevant to the scheme and the following plans will be considered within this assessment.

- Argyll and Bute Structure Plan: Developing Our Future (2002) – statutory structure plan for the area as defined through the Town and Country Planning (Scotland) Act 1997.
- Dumbarton District Wide Local Plan (March 1999) - The statutory adopted local plan.
- Loch Lomond and Trossachs National Park Finalised Draft Local Plan (February 2010) – *The Emerging Development Plan*

It should be noted that the Dumbarton District Wide Local Plan is the current adopted plan for the scheme area; however given that the LLTNP Draft Local Plan has now been through a consultation period and is in its finalised draft form this document is considered to carry the most up-to-date policy guidance for this assessment.

Note – where extracts are provided in italics these are taken verbatim from the relevant plan.

5.4.2.2 **Approved Argyll and Bute Structure Plan: Developing our Future (2002)**

The Argyll and Bute Structure Plan was approved with modifications 15th November 2002. It sets out a framework for investment action and contains general land use locations strategies framing more detailed local plans.

The summary introduction to the structure plan details seven ‘strategic issues’ with a strong transport and access emphasis on of which is:

vi) improving the A82 Trunk Road alongside Loch Lomond and its associated links to Clyde sea lochs.

Strategic Issue 6 is detailed further as:

The need to improve the A82 Trunk Road, taking into consideration the strategic importance of this road in terms of its trunk road function serving major events on Loch Lomond-side and giving access to Helensburgh, the west and the north; the road not being wholly fit for these purposes particularly the section northwards of Tarbet.

Resulting in the following recommendation:

- **REC SI 2** – *A82 Trunk Road Improvement Argyll and Bute Council and the National Park interim committee or future National Park Authority, in liaison with the Scottish Executive, consider costs and benefits and programming opportunities for further road improvement to the A82 Trunk Road.*

With regards to the National Park the structure plan states that the current adopted Local Plans (in this case the Dumbarton District Wide Local Plan 1999) will continue to provide the development control policies until a new local plan for the National Park is adopted (which is now in finalised draft form).

5.4.2.3 **Adopted Dumbarton District Wide Local Plan – March 1999**

Policy TA1 – Transportation Policy - *The Council supports the principle of an integrated transport system, including both public and private modes, which will*

promote: - Proposals are listed in Schedule TA1 which identifies the A82 north of Tarbet for a comprehensive and phased programme of road improvements.

There are a variety of other policies within the local plan that are of relevance to the scheme development, these include;

- **Policy NHL6 – Trees, Woodlands and Forestry** (*safeguarding of existing trees and woodland*)
- **Policy NHL10 – Nature Conservation** (*protection of flora and fauna protected by law*)
- **Policy NHL11 – Foreshore Areas** (*presumption against development unless considered essential in accordance with other local plan policies*)
- **Policy NHL18 – Landscape** (*overriding priority to the conservation and enhancement of the intrinsic landscape character of the Loch Lomond National Scenic Area*).
- **Policy NHL20 – Landscape** (*Council will undertake and/or support landscape improvement projects*)
- **Policy BE13 – Scheduled monuments, Industrial Archaeology and Sites of Archaeological Significance** (*presumption against development which would destroy or adversely affect archaeological sites*).

It should be noted that the Dumbarton District Wide Local Plan is referred to in this assessment as it is the adopted Local Plan for the scheme area, however in due course this will be fully replaced by the Loch Lomond and Trossachs National Park Local Plan which is currently in its finalised draft form as detailed below.

5.4.2.4 Loch Lomond and the Trossachs National Park Finalised Draft Local Plan (February 2010) – *The Emerging Development Plan*

The Loch Lomond and Trossachs National Park Authority is currently preparing a new Local Plan for the whole of the National Park that will set out detailed policies and site-specific proposals for development.

A consultative draft version of the Local Plan was produced in November 2008 and was open for comments through to February 2009. Responses to this consultation were analysed and used to inform preparation of the Finalised Draft Local Plan (February 2010). Consultation on the finalised draft local plan was carried out from 19th February - 6th April 2010.

Although the Local Plan is not yet adopted as it is in its finalised draft form for the purposes of this assessment it is considered materially important. The finalised draft local plan provides a spatial framework for the development and use of land in the National Park. It focuses on development that is to be achieved over the next five years within a longer-term strategic vision. It identifies proposed development sites and policies to guide development to appropriate locations whilst ensuring that the Park's outstanding natural and cultural heritage is safeguarded.

Section 3.2 – The Planning Context under Transport and Infrastructure states:

The A82 is identified in the Strategic Transport Project Review as one of Scotland's national priorities for improvement and upgrading. The section between Tarbet and Crianlarich in particular is being targeted within ongoing investment from Transport Scotland. We will work closely with Transport Scotland to ensure that the route can be upgraded sensitively and appropriately and in a manner befitting the special qualities of this most sensitive part of the National Park. Similarly, road realignments will require non-standard design approaches responding to local character and sensitivities.

Specific policies from the finalised draft local plan relevant to this assessment are detailed below:

- **Policy TRAN 1 Safeguarding Sites to Improve the Transport Network** – *Land will be safeguarded for, and support will be given to, the transport infrastructure proposals identified in Schedule 7.*

Schedule 7 Transport Infrastructure Proposals

Location	Transport Infrastructure Proposals	Development Constraints/Requirements
A82, north of Tarbet	Improvements to the trunk road corridor: <ul style="list-style-type: none"> • Pulpit rock; • Stuckendroin Bridge and sections south of the Bridge; • Inverarnan south to Ardlui; • Inveruglas to north of Loch Sloy. 	<ul style="list-style-type: none"> • Landscape and visual impact assessment. • SSSI & SAC designated woodlands. • Loch shore and water environment. • Protected habitats and species. • Archaeology and built environment.

Extract from Finalised Draft Local Plan (February 2010, pg 48)

- **Policy TRAN4 'Provision of New Roads and Road Improvements'** - *New transport infrastructure, including new roads, road accesses and road upgrading, will be required to apply road engineering principles that are sensitive to the Park's special qualities.*
- **Policy TRAN7 'Encouraging Outdoor Access'** – *Development proposals will be required to:*
 - Safeguard existing access rights by retaining, enhancing or providing appropriate alternatives to, core paths, rights of way, and the wider access network of formal and informal paths; and*
 - Enable access opportunities for the public, including appropriate provision for existing and new users such as pedestrians, cyclists and people with disabilities and to encourage local and longer-distance journeys by providing on-site access and appropriate safe links to the wider area.*
- **Policy L1 'Conserving and Enhancing the Diversity and Quality of the Park's Landscapes'** - *Development proposals will be required to conserve and enhance the special landscape qualities of the Park and demonstrate that:-*

- a) *They do not erode local distinctiveness, diversity and quality of the Park's landscape character areas, the historic dimension of the Park's landscapes, visual and scenic qualities of the landscape, or the quality of landscape experience;*
- b) *They safeguard views, viewpoints and landmarks from development that would detract from their visual integrity, identity or scenic quality;*
- c) *They safeguard the tranquil qualities of the Park's landscapes;*
- d) *They safeguard the relative wildness of the Park's landscapes*
- e) *They provide high quality standards in landscape design, including landscape enhancement and mitigation schemes when there is an associated impact on landscape special qualities;*
- f) *They incorporate measures for protecting and enhancing the ecological, geological or geomorphological, archaeological, historic and visual amenity elements of the landscape;*
- g) *They conserve the experience of the night sky in less developed areas of the Park through design solutions with low light impact.*

Until it is possible to assess the acceptability of development proposals against a Park-wide landscape strategy, there shall be an overriding priority given to the conservation and enhancement of National Scenic Areas as a landscape entity and the Landscape Character Assessment for the Park 2009 will be used for assessing development proposals, along with other material considerations.

- **Policy ENV1 Natura 2000 Sites (SACs and SPAs)** - Development that is likely to have significant effect on a Natura 2000 site (either alone or in combination with other plans or projects) will be subject to an Appropriate Assessment of the implications for the site's conservation objectives. Where an assessment cannot conclude that the development will not adversely affect the integrity of the site, either individually or in combination it will only be permitted where there are no alternative solutions or there are imperative reasons of overriding public interest.
- **Policy ENV2 Sites of Special Scientific Interest, National Nature Reserves & RAMSAR sites** – Development that affects a Site of Special Scientific Interest, National Nature Reserve or RAMSAR site will only be permitted where it is demonstrated that there will be no adverse effect on the site or where adverse effects are outweighed by social or economic benefits of national importance.
- **Policy ENV4 'Legally Protected Species'** – *Development will not be permitted where it would have an adverse impact on any protected species under schedules 2,3,4 of the Conservation (Natural Habitats, &.) Regulations 1994, wherever they occur unless it is demonstrated that:*
 - a) *It would be detrimental to the maintenance of the United Kingdom population or conservation status of the species concerned;*
 - b) *There is no alternative; and*
 - c) *The applicant can demonstrate public health, public safety or other imperative reasons of overriding public interest, including those of a social or economic nature, and that there are beneficial consequences of primary importance for the environment*

In addition full consideration will be given to the protection of species under schedules 1,5 and 8 of the Wildlife and Countryside Act 1981 (as amended), species listed in Annex 1 of the Birds Directive and badgers under the Protection of a Badgers Act 1992 (as amended)

Where there is good reason to believe that a protected species may be present on a proposed development site, an ecological survey will be required to determine whether the species is present, the likely impacts on the species or habitat, and any mitigation and compensation measures that will be undertaken.

- **Policy ENV5 Species and Habitats Identified in National Action Plans** – Developments that would have an adverse impact on habitats or species identified in the UK Biodiversity Action Plan or on the Scottish Biodiversity List will only be permitted where it can be demonstrated that the need outweighs the contribution of the area of habitat or populations of species, significant harm or disturbance is avoided or minimised and appropriate compensatory/management measures are included or the functions of woodlands, peat and bog lands for carbon sequestration will not be impaired in the medium to long-term.
- **Policy ENV8 ‘Ancient, Long-established and Semi-natural Woodlands’** – *Planning permission will not be granted for any development that would result in the loss or deterioration of an ancient, long-established or semi-natural woodland unless there are social and economic benefits of national importance from the development that outweigh the loss of the woodland habitat. Where development is accommodated compensatory planting is to be undertaken which must achieve the aims of the Loch Lomond and the Trossachs Woodland and Forestry Framework and comply with the Scottish Government’s Policy on Control of Woodland Removal.*
- **Policy ENV9 ‘Development Impacts on Trees and Woodlands’** – The Park Authority will resist development likely to lead to the loss or damage to important individual trees or groups of trees, or woodlands that contribute to local amenity, the character of the area and/or are of nature conservation value or historic significance.
- **Policy ENV10 Protecting the Water Environment** – *New development will be required to:*
 - a) *Protect and enhance the natural heritage, landscape values and physical characteristics of water bodies (including biodiversity and geodiversity);*
 - b) *Ensure no adverse impact on the water environment;*
 - c) *Protect opportunities for public access to and recreation and enjoyment on and around lochs, rivers, burns, wetlands and the coastal marine area;*
 - d) *Have regard to any international designated Bathing Waters in the Park;*
 - e) *Ensure that development has no adverse impact on the quantity of water available for drinking water and other uses; and*
 - f) *Demonstrate that there would be no significant adverse impact on protected species or their habitats in the water body or its catchment area.*
- **ENV12 Surface Water Drainage** – *Sustainable Urban Drainage Systems (SUDs) will be required for all new development except for single dwellings or where the*

surface water discharge is made directly to coastal waters. SUDs will be incorporated into the design of developments. Developments should also consider the impact of discharging surface water from large development to any watercourse by undertaking a Drainage Impact Assessment.

- **Policy ENV13 River Engineering Works and Culverts** – *River engineering work in or near water bodies that would have a significant adverse effect on water quality, quantity or flow rate, ecological status, riparian habitat, protected species or floodplains, either up or downstream from the works will not be supported.*

There will be a presumption against the culverting of watercourses unless there is no alternative. Proposals for culverting of watercourses for land gain may only be justified if the applicant can demonstrate that:

- a) No other practical option exists that would allow the watercourse to remain open; and*
- b) The proposed development is of over-riding public interest.*

- **Policy ENV18 Protecting Air Quality** – *Development proposals will not be supported where they would have a significant adverse effect on air quality, could cause harm to human health or be damaging to the natural or built environment.*
- **Policy ENV23 The Wider Built Environment and Cultural Heritage of the Park** *Where applicable development proposals will be expected to protect, conserve and/or enhance a building or feature of architectural and/or historical merit or of cultural significance. Buildings or features of merit which contribute positively to the cultural heritage of the National Park should be retained and incorporated in new developments where possible and any adverse impacts of the development should be avoided or mitigated.*
- **Policy ENV25 Scheduled Monuments and Candidate Scheduled Monuments** *- Scheduled monuments and other identified nationally important archaeological sites shall be preserved in situ within and appropriate setting and development shall not be permitted which adversely affects scheduled monuments or their settings. The Park Authority, in consultation with its archaeological advisors and Historic Scotland, will deal with candidate sites for scheduling as if they were scheduled.*
- **Policy ENV26 Other Unscheduled Sites of Archaeological Importance** *Unscheduled archaeological heritage will be expected to be retained, protected and preserved in situ in an appropriate setting. This includes all significant sites, structures buildings, landscapes and battlefields of archaeological or historical interest. Where it can be demonstrated that the preservation of the archaeological interest in situ is not possible, planning approval will be conditional upon satisfactory compliance with a programme of archaeological work, a written scheme of archaeological investigation, archaeological protection, mitigation, monitoring, post-excavation analysis and publication as required by the Park Authority.*
- **Policy ENV27 Sites with Unknown Archaeological Potential** *In the case of development proposals on sites which are considered to have significant archaeological potential the developer will be required to submit details of the results of an archaeological evaluation before determination of the planning application. This is expected to establish the sensitivity of the site to development. In cases where the preservation of the archaeological*

interest in situ is not possible, planning approval may be refused or may be conditional on satisfactory compliance with an appropriate programme of archaeological mitigation to include the full implementation of an agreed written scheme of archaeological investigation, archaeological protection, monitoring, post-excavation analysis and publication as required by the Park Authority.

5.4.3 Other Relevant Plans and Documents

There are other relevant plans and documents that are applicable for this assessment, these include the Loch Lomond and Trossachs National Park Plan 2007- 2012 and its mid term review carried out in 2010. Also relevant is the Argyll and Bute's Local Transport Strategy 2007-2010: Moving Forward.

5.4.3.1 Loch Lomond and the Trossachs National Park Plan 2007 – 2012

The Loch Lomond and Trossachs National Park produced their first National Park Plan in 2007 which sets out policies and initiatives through to 2012.

In 2002, Loch Lomond and the Trossachs National Park was the first designated under the National Parks (Scotland) Act 2000. The proposed scheme will be assessed against the aims of the National Park Plan which are as follows:-

- To conserve and enhance the natural and cultural heritage of the area;
- To promote sustainable use of the natural resources of the area;
- To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and
- To promote sustainable economic and social development of the area's communities.

All the above four aims have equal weight but conservation interests carry greater weight if it appears to the Park Authority that there is an unavoidable conflict with any of the other three aims.

With particular regards to the proposed scheme the National Park Plan states:

'There is a need to improve the condition of the roads in some areas of the Park. Of the main through routes, the A82 is an important link commercially between the Central Belt and the West Highlands for the movement of freight and visitor traffic and in places is below the standards expected for such a strategic route. The stretch between Tarbet and Tyndrum is a priority in developing a route action plan for the A82 trunk road corridor. The Park Authority will work in partnership with the Trunk Roads Authority, Argyll and Bute Council and other key partners to ensure that upgrading the A82 north of Tarbet achieves a high standard of road infrastructure without unacceptable impacts on the areas special qualities and where possible enhances the scenic experience.'

Policies from Loch Lomond and the Trossachs National Park Plan (March 2007) that are relevant to the A82 Pulpit Rock proposal are as follows:

- **Policy SQI ‘Conserving and Enhancing the Special Qualities’** – *Conserving and enhancing the Park’s special qualities underpins all policies, programmes and activities promoted in the Plan and must be central to:*
 - a) *The implementation of the plan by all partners.*
 - b) *The development of more detailed plans and strategies.*
 - c) *The decision-making and operational activities of the Park Authority and partner organisations, where their responsibilities affect the Park.*
- **Policy LS1 ‘Conserving and Enhancing the Diversity and Quality of the Park’s Landscapes’** - *The diversity and quality of the Park’s landscapes, their distinctive patterns and features that contribute to the landscape character and support the quality of Landscape experience, will be conserved and enhances. This will involve*
 - a) *Nurturing the local distinctiveness of the Park’s landscape areas.*
 - b) *Safeguarding, enhancing and, where appropriate, restoring the important historic dimension of the Park’s landscapes*
 - c) *Promoting high quality standards in landscape design*
 - d) *Reviewing and rationalising the current system of landscape designation in the Park, while continuing to regard National Scenic Areas as being of exceptional landscape quality.*
 - e) *Producing a more detailed Landscape Strategy to define the scope for, and guide, landscape change in different parks of the Park.*
 - f) *Encouraging and supporting initiatives, projects and actions to conserve, enhance and, where appropriate, restore landscapes.*
 - g) *Working partnership with landowners, land managers and local communities to access resources for landscape management and enhancement.*
- **Policy LS2 ‘Landscape Character’** – *The character of the Park’s landscapes, particularly in relation to uplands, open landscapes, forests, woodlands and trees, lochs, sea lochs and rivers, farmed and historic landscapes, will be conserved and enhanced in accordance with the objectives and guidelines set out in Schedule 1, and alongside other relevant Park Plan policies relating to biodiversity, land and water management and built heritage.*
- **Policy LS3 ‘Landscape Experience’** - *The landscape experiences of the Park will be conserved and enhanced through:-*
 - *Safeguarding the visual and scenic qualities of the landscape from inappropriate or insensitive development or land use change.*
 - *Safeguarding important views, viewpoints and landmarks from development or land use change that would detract from their visual integrity, contribution to the identity of the place and scenic quality and, where appropriate, encouraging access to and opening up of new views.*
 - *Enhancing the experience of travelling the Park’s routes, particularly the views from road, rail and long distance routes.*

- *Safeguarding the unspoilt, wild and tranquil qualities of the Park's landscapes by resisting development or land use activities that have adverse effects on these qualities.*
- *Conserving the experience of the night sky in less developed areas of the Park through design solutions with low light impact.*
- **Policy BD1 Biodiversity Enhancement** – *Biodiversity in the Park will be safeguarded and enhanced by taking a strategic approach that includes:*
 - a) *Safeguarding biodiversity from potential damaging impacts arising from development or other activities*
- **Policy LM3 - Woodlands and Forests Providing Multiple Benefits** - *In addition to the provisions of Policies LM1 (Integrated and Sustainable Land Management) and LM2 (Best practice in Land Management), the management, restructuring and new establishment of forests and woodlands in the Park will deliver a range of benefits as promoted by the Local Woodland and Forestry Framework and set out in other policies of the Plan.*
- **Policy WM1 'Safeguarding and Enhancing the Water Environment'** - *A strategic approach to safeguarding and enhancing the Park's water environment will be delivered through a coordinated catchment-based approach to management, led by SEPA and delivered by a range of partners.*
- **Policy AUI 6 Promoting the Health Benefits of the Park** – *The benefits of outdoor recreation for physical, mental and spiritual wellbeing will be promoted.*
- **Policy REC2 'Outdoor Recreation and Access Opportunities'** - *Each area's capacity to accommodate recreational activity and associated visitor numbers without detriment to its special qualities and quality of the recreation experience will guide the strategic management of outdoor leisure and recreation activities throughout the Park. The strategic approach will involve:*
 - a) *Implementing the specific management approaches that reflect the differing character and capacity of land areas of the Park set out in Map 7 and Schedule 3.*
 - b) *Providing new access opportunities according to the priorities set out in Map 8 and Schedule 4.*
 - c) *Taking a precautionary approach to the introduction of new and the intensification of, existing motorised activities in the Park (this will apply to land, water and aerial-based pursuits).*

It should be noted that Map 8 identifies a 'potential strategic link' along the west coast of Loch Lomond and this is further detailed in Schedule 4 'Strategic and Local Path Networks' which identifies a potential strategic link from Tarbet to Crianlarich. The management approach for this states 'Investigate the potential for development of new strategic links'.

- **Policy SE1 Strategy for a Sustainable Park Economy** - *A stronger, more diverse and sustainable economy will be promoted in the Park through:*
 - f) *Tackling infrastructure constraints on social and economic development, including increasing water and sewage capacity where this is preventing sustainable development, and improving the standards of roads maintenance and strategic routes.*

- **Policy INF1 ‘Addressing Infrastructure Constraints and Improvements’** - *Public investment is required in the Park’s infrastructure at key locations to meet the social and economic needs of the Park’s communities and specifically to support their sustainable development. Priorities for investment include:-*
 - *Improvements to the A82 trunk road corridor north of Tarbet and around Crianlarich, which must be sympathetically designed to deliver the necessary road infrastructure standards in the context of the Park’s special qualities and the scenic experience.*
 - *Ensuring a high standard of road network that meets the needs of visitors, communities and businesses, and is sympathetic to the area’s special qualities utilising sensitive road engineering principles. This will involve targeting and prioritisation of roads maintenance budgets.*
- **Policy TR2 ‘Improving the Transport Network’** - *The transport network for road, rail and water services in and around the Park will be sustained and improved to better meet the needs of the Park’s communities, visitors and businesses, encourage greater use of public transport and reduce the environmental effects of travel.*
- **Policy BH1 ‘Caring for our Built Heritage’** - *The Park’s built heritage and its contribution to the special qualities will be considered and enhanced through;*
 - a) Using the planning system to protect the Park’s built heritage (designated, undesignated and as yet unrecorded sites) from inappropriate development*
 - b) Encouraging land management practices that maximise built heritage benefits.*
 - c) Promoting the use of statutory and non-statutory designation to safeguard the important built heritage.*
 - d) Encouraging and supporting initiatives, projects and actions to conserve and enhance the built heritage*
 - e) Integrating built heritage interests with wider policies for land-use development, land management, visitor management and economic and social development.*
 - f) Demonstrating good management practice on land owned or managed by the Park Authority and other organisations.*
 - g) Improving knowledge and understanding of the Park’s built heritage, including the promotion of survey, recoding and monitoring.*
 - h) Ensuring sufficient resources, both financial and expertise, to deliver more effective conservation*

Schedule 6 sets out more detailed objectives for archaeological heritage, historic towns, villages and buildings.

5.4.3.2 Loch Lomond and the Trossachs National Park Plan 2007 – 2012 – MID-TERM REVIEW MARCH 2010

The mid point in the first five-year National Park Plan has been marked by the publication of the Mid-term Review by the National Park Authority.

A key lesson learned in the early years is that, in order to drive partnership activity for the delivery of the Park vision, there must be continued cooperation between partners at all levels with a prioritised set of actions agreed by each party.

The mid-term review sets out to prioritise the major areas of focus for the National Park over the next two years and to provide the framework for the next Park Plan,

this addressed in the mid-term review through the setting of Strategic Priorities. The following extract from the mid-term review addresses the A82.

Strategic Priority	Ensure the A82 upgrade meets the highest environmental standards and provides a high quality visitor experience.		
Outline	The national importance of Loch Lomond as a protected area and the wider National Park as a tourist destination, and the quality of visitor experience on this iconic tourist route to the west highlands need careful consideration during the planning of the various upgrades		
Partners	Output	Outcome	Milestones
Argyll & Bute Council, Community organisations, NPA, Scottish Government, SNH, Transport Scotland,	Improvements from Tarbet to Crianlarich designed, managed and implemented by Transport Scotland as a strategic project within the National Park with funding commensurate with a major upgrade within a National Park.	The upgraded road meets the highest environmental standards and provides a high quality visitor experience, whilst safeguarding the natural beauty, biodiversity and cultural heritage of the area This contributes to Scottish Government Outcomes 1, 11, 12, 15 (see appendix 4)	2010 Agree strategic priorities with Transport Scotland and other key partners for A82 upgrades 2011 Once strategic priorities agreed develop appropriate milestones

Extract from National Park Plan 2007-2012 – MID-TERM REVIEW MARCH 2010 (Pg 18)

5.4.3.3 Argyll and Bute’s Local Transport Strategy 2007-2010: Moving Forward

Chapter 3 of the transport strategy under section 3.1.1 **Strategic Road Networks Action I 01** indicates the implementation of a programmed approach to road improvements at the Western Bypass at Crianlarich and Pulpit Rock Tunnel, and Road Improvement between Tarbet and Inverarnan as priorities for the Strategic Road Network on the A82 Corridor.

5.5 Summary of Impacts

Table 5.3 below provides a summary of the impacts of the scheme against the policy aspirations as detailed in section 5.4. A legend is provided at the end of the table and cross references are provided where applicable to the relevant chapters where full assessment of the impacts is provided. .

Table 5.3 - Summary of Policy Impacts.

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
National Planning Framework 2								
	✓			+				Scheme addresses and supports specific comment on targeted improvements on the A82 which are identified in the STPR.
Scottish Planning Policy								
Rural Development	✓				+/-			Scheme will have localised rural environmental impacts but could assist in sustainable economic growth for surrounding rural communities by decreasing journey times and removing a notorious bottleneck on the A82.
Historic Environment	✓					-		There will be minor imperceptible impacts on cultural heritage assets. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Scheduled Monuments and Designated Wrecks	✓					-		Minor imperceptible impacts on Pulpit Rock Scheduled Monument and no impacts on Island I Vow Castle and Settlement Scheduled Monument. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Archaeology	✓					-		There will be minor imperceptible impacts on archaeological assets. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Landscape and Natural Heritage	✓				-	-		There will be moderate significant effects on landscape and natural heritage. There will be minor significant effects on natural heritage. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects and Chapter 9 – Ecology and Nature Conservation)</i>
International Designations	✓						+/-	There will be no significant effects on the integrity of any Natura 2000 sites. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
National Designations	✓				-			There will be moderate adverse effects on the National scenic Area. There will be no impacts on national ecological designations. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects and Chapter 9 – Ecology and Nature Conservation)</i>

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
Local Designations	✓						+/-	There will be no impacts on local designations. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects and Chapter 9 – Ecology and Nature Conservation)</i>
Protected Species	✓					-		The scheme will have a minor significant negative effect on bats and otter. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Tress and Woodland	✓					-		The scheme will have a minor significant effect on woodland or trees. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Transport	✓			+				Scheme addresses and supports specific comment on targeted improvements on the A82 which are identified in the STPR.
Strategic Transport Network	✓			+				The scheme will have a significant positive effect on the Strategic Transport Network
Flooding and Drainage	✓						+/-	The scheme should have no impacts on flood risk. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>
Adopted Argyll and Bute Structure Plan: Developing our Future (2002)								
Strategic Issue 6 & Recommendation SI 2		✓		+				Scheme complies with policy to improve the A82 Trunk Road.
Adopted Dumbarton District Wide Local Plan – March 1999								
Policy TA1 – Transportation Policy			✓	+				The scheme will comply with the policy to improve the A82.
Policy NHL6 – Trees, Woodlands and Forestry			✓			-		The scheme will have a minor significant effect on woodland /trees. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy NHL10 – Nature Conservation			✓			-		The scheme will have a minor significant effect on nature conservation interests. However, the scheme will take into account any legal requirements to protect fauna and flora species protected by law. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy NHL11 –			✓			-		The scheme will have a minor

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
Foreshore Areas								significant effect on foreshore areas; however it complies with local plan policies to improve the A82. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>
Policy NHL18 – Landscape			✓		-			The landscape character of the National scenic Area will be impaired. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy NHL20 – Landscape			✓		-			This is not a landscape improvement project. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy BE13 – Scheduled monuments, Industrial Archaeology and Sites of Archaeological Significance			✓	+			-	There will be minor imperceptible impacts on cultural heritage assets. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Loch Lomond and the Trossachs National Park Finalised Draft Local Plan (February 2010)								
Policy TRAN 1 Safeguarding Sites to Improve the Transport Network			✓	+				Scheme complies with policy to improve the trunk road at Pulpit Rock.
Policy TRAN4 Provision of New Roads and Road Improvements			✓	+				The scheme will comply with policy for provision of road improvements.
Policy TRAN7 Encouraging Outdoor Access			✓		+			The scheme will safeguard existing access rights and will contribute to the potential enhancement of access opportunities by “future proofing” new pedestrian and cyclist access provision located on the east side of the viaduct. <i>(Cross ref- Chapter 10 – Pedestrians, Cyclists, Equestrians and Community Effects)</i>
Policy L1 Conserving and Enhancing the Diversity and Quality of the Park’s Landscapes			✓		-			The scheme will erode local distinctiveness and diversity over a limited area and have a moderate adverse effect on views <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy ENV1 Natura 2000 Sites (SACs)			✓				+/-	Screening for Appropriate Assessment completed. The

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
and SPAs)								scheme will not significantly affect European sites. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV2 Sites of Special Scientific Interest, National Nature Reserves & RAMSAR sites			✓				+/-	The scheme will not affect International or national Statutory sites. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV4 Legally Protected Species			✓			+/-		The scheme will be fully compliant with legislation protecting European Protected Species and nationally important flora fauna through relevant mitigation and licensing. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV5 Species and Habitats Identified in National Action Plans			✓				+/-	The scheme mitigation and compensation takes into account the maintenance of relevant BAP priority habitats and species. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV8 Ancient, Long-established and Semi-natural Woodlands			✓				+/-	The scheme will not affect designated Ancient Woodland sites. Loss of peripheral woodland trees will be compensated in the long-term by re-planting of pockets of native woodland and scrub vegetation to encourage natural regeneration of the areas affected. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV9 Development Impacts on Trees and Woodlands			✓				+/-	Loss of peripheral woodland trees will be compensated in the long-term by re-planting of pockets of native woodland and scrub vegetation to encourage natural regeneration of the areas affected. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy ENV10 Protecting the Water Environment			✓			-	-	Impacts are negligible / slight and have been minimised where possible. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>
ENV12 Surface Water Drainage			✓				+	SUDS incorporated into scheme Design. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
Policy ENV13 River Engineering Works and Culverts			✓				-	Minor lengthening of existing culverts. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>
Policy ENV18 Protecting Air Quality			✓				-	The scheme will have a negligible impact on air quality during the construction period. <i>(Cross – ref – Chapter 12 – Disruption due to Construction)</i>
Policy ENV23 The Wider Built Environment and Heritage of the Park			✓				-	There will be minor imperceptible impacts on cultural heritage assets. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Policy ENV25 Scheduled Monuments and Candidate Scheduled Monuments			✓				-	Minor imperceptible impacts on Pulpit Rock Scheduled Monument and no impacts on Island I Vow Castle and Settlement Scheduled Monument. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Policy ENV26 Other Unscheduled Sites of Archaeological Importance			✓				+/-	There will be no effect on unscheduled sites of archaeological importance. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Policy ENV27 Sites with unknown Archaeological Potential			✓				+/-	The archaeological potential of the area within which the scheme is location is considered to be low. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Loch Lomond and the Trossachs National Park Plan 2007 – 2012								
Policy SQ1 Conserving and Enhancing the Special Qualities		✓					-	The scheme will have a negligible impact on special qualities of the National Park
Policy LS1 Conserving and Enhancing the Diversity and Quality of the Park's Landscapes		✓					-	The scheme will have a moderate adverse effect on the Park's landscape <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy LS2 Landscape Character		✓					-	The scheme will have a moderate adverse effect on Landscape Character. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy LS3 Landscape		✓					-	The scheme will change the landscape experience over a limited

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
Experience								area. <i>(Cross ref – Chapter 6 – Landscape and Visual Effects).</i>
Policy BD1 Biodiversity Enhancement		✓				-		The scheme will result in biodiversity compensation through mitigation in the long-term. As compensation for lost trees, the scheme will replant trees on the disused section of road. For bats, additional bat roost sites over and above those lost will be installed. For otter the scheme will entail provision of artificial holt sites. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy LM3 - Woodlands and Forests Providing Multiple Benefits		✓				-		There will be a minor significant effect on woodlands. Mitigation proposals for the proposed scheme would involve the replanting of pockets of native woodland and scrub vegetation to encourage natural regeneration of the areas affected. <i>(Cross ref – Chapter 9 – Ecology and Nature Conservation)</i>
Policy WM1 Safeguarding and Enhancing the Water Environment		✓				-	-	Slight / Negligible impacts on localised water resources features, but assessment has considered catchment wide issues relating to other development schemes. <i>(Cross ref – Chapter 11 – Road Drainage and the Water Environment)</i>
Policy AUI 6 Promoting the Health Benefits of the Park		✓				+		The scheme will have minor direct imperceptible impacts on improving the health benefits of the Park. <i>(Cross ref- Chapter 10 – Pedestrians, Cyclists, Equestrians and Community Effects)</i>
Policy REC2 Outdoor Recreation and Access Opportunities		✓			+			The scheme will improve visitor access to outdoor recreation opportunities in the Park by reducing journey times and removing a notorious bottleneck on the A82. Furthermore, the introduction of non-motorised user provision as “future proofing” on the east side of the viaduct (suitable for shared use by Pedestrians and Cyclists but <u>not</u> Equestrians) will support REC2 – but only if connecting non-motorised provision is provided north and south of the scheme. The non-

Policy	Level of Policy/ Proposal Objective			Magnitude of Impact				Comments <i>(Cross references to chapters provided in italics where necessary).</i>
	N	R	L	Sig	Mod	Sli	Neg	
								motorised user provision on the viaduct will not be signed as off-road provision until such time. <i>(Cross ref- Chapter 10 – Pedestrians, Cyclists, Equestrians and Community Effects)</i>
Policy SE1 Strategy for a Sustainable Park Economy		✓			+			Scheme could assist in sustainable economic growth for surrounding rural communities by decreasing journey times and removing a notorious bottleneck on the A82.
Policy INF1 Addressing Infrastructure Constraints and Improvements		✓		+				Scheme addresses and supports specific comment on targeted improvements on the A82 which are identified in the STPR.
Policy TR2 Improving the Transport Network		✓		+				The scheme will have a significant positive effect on the Strategic Transport Network
Policy BH1 'Caring for our Built Heritage'		✓					-	There will be minor imperceptible impacts on cultural heritage assets. <i>(Cross ref – Chapter 8 – Cultural Heritage)</i>
Loch Lomond and the Trossachs National Park Plan 2007 – 2012 – MID-TERM REVIEW MARCH 2010								
Strategic Priority		✓		+				The scheme will comply with the Strategic Priority to ensure upgrade of the A82 meets the highest environmental standards and provide a high quality visitor experience.
Argyll and Bute's Local Transport Strategy 2007-2010: Moving Forward								
Strategic Road Networks Action I 01		✓		+				The scheme complies with the strategic action to improve the A82 at Pulpit Rock.

Legend for summary of impacts table

✓ – Level of Policy	N – National	R – Regional	L – Local
Sig – Significant	Mod – Moderate	Sli – Slight	Neg – Negligible
- Negative Effects	+ Positive Effects		

5.6 Mitigation

Generally, mitigation measures are outlined in specific environmental topic chapters. However, detrimental effects in terms of policy implementation will be reduced or avoided by implementing the statutory authorities best practice standards during construction, so that the scheme may conform more appropriately to policies.

5.7 Summary

The A82 Pulpit Rock Improvement Scheme will largely have positive effects in terms of policies promoted to improve the A82 Trunk Road. General principles of road safety and access are promoted, as are the protection of the local environment and reduction of noise, air and light pollution during the construction period. However, there are likely to be impacts relating to local landscape character and biodiversity issues, though these will be alleviated through appropriate mitigation measures, which are outlined in other relevant chapters within this Environmental Statement.