



G 1 e 7 C r O e Larachpark A 87 Creagdhu - 41 T F Creagdhu - 41 T F Brock	Per Ighess Bab	rornar	Hotel Backet Pict Stuckivgulich	Rowchoish 492	Significant relation         Significant relation         The following list provides a cross reference between Safety Risk Assessment, and identifies those         Description of Risk         CLIENT OPERATIONS         ADJACENT ACTIVITIES	SIDUAL RISKS         this drawing and the Designer's Health and a areas of Significant Residual Risk         Ref. No.         1         2	
KEY	ALLUVIUM (UNDIFFERENTIATED)	$\begin{array}{c} + & + & + & + \\ + & + & + & + \\ + & + &$	OPTION 1: ORANGE CORRIDOR		RESTRICTED SITE TRAFFIC INTERFACE WITH PUBLIC NEAR TO HIGHWAYS	3 4 5 6	
	GLACIAL TILL		OPTION 2 GREEN CORRIDOR		NEAR TO RAILWAYS NEAR TO WATERWAYS GROUND INSTABILITY	7 8 9	
	LANDSLIDE DEPOSITS		OPTION 3 BLUE CORRIDOR		CONTAMINATION/SOIL GAS GROUND WATER INUNDATION	10 11 12	
Reproduced by permission of Ordnance Survey on behalf of Her Majesty's Stationery Office, © Crown copyright and database right 2012. All rights reserved. Ordnance SurveyLicence Number: 100046668 2010	DRIFT ABSENT OR NOT RECORDED		SSSI BOUNDARY		OVERHEAD CABLES INSECT ATTACK (INCL. MIDGE & TICKS)	13 14 15	
Notes:	Revision By Checked Approved Date	Description	Client	Project	Drawn by <b>GM</b>	Date: 28.02.14	
					Checked by WR	Date: 28.02.14	
			TRANSPORT	A82 TARBET TO INVERARNAN UPGRADE	Authorised by NT	Date: 28.02.14	
			The Scottish Government		Drawing No.	Revision	
	CH2MHIL CH2M Hill Fairhurst JV C/O: City Park 368 Alexandra Pa Tel +44 (0)141 552 2000 Fax +44			Drawing Title		476416-0600-001	
			CH2MHILL。 FAIRHURST CH2M Hill Fairhurst JV C/O: City Park 368 Alexandra Parade Glasgow G31 3AU Tel +44 (0)141 552 2000 Fax +44 (0)141 552 2525 DRIFT GEOLOGY MAP		Drawing Scale: 1:25000 at A1 (1:50000 at A3)		
					CAD Filename: -		



This page is blank.

![](_page_3_Picture_3.jpeg)

![](_page_4_Picture_2.jpeg)

Architectural Assessment

This page is blank.

![](_page_5_Picture_3.jpeg)

![](_page_6_Picture_0.jpeg)

### A82 Tarbet to Inverarnan Architectural Assessment

Knight Architects

![](_page_7_Figure_0.jpeg)

### Introduction

"A fitting road will fit not only with its environment and landscape but also with its functional and economic needs." Fitting Roads – The Scottish Office

The A82 is an ambitious project. Objectives such as reducing journey times, accidents, maintenance, and improving accessibility and safety are essential in creating a successful route. The landscape that this route passes through, however, is particularly sensitive, and the ambitions of the A82 must not be limited to these quantifiable practicalities, but include ambitions of environmental integration, identity, locale, design quality and aesthetics.

The A82 passes through a beautiful landscape of great distinctiveness and in order for this to be a truly great road, its design must respond to the exceptional setting of The National Park. This document offers a supporting baseline assessment of the study route for the Stage 1 DMRB, and seeks to inform the future route corridors considering environmental, engineering design and aesthetic key issues of any more detailed work at Stage 2 DMRB. It should be read in conjunction with the "Landscape" and "Effects on all travellers" chapters.

Whilst this document analyses three route corridors, the baseline assessment concentrates predominantly upon the existing A82 corridor.

3 KA

## Distinctiveness

Care must be taken to ensure that the A82 continues to be experienced as a rural road whilst meeting the project's key objectives. A perfectly level, hard-edged straight road built out of standardised components and materials will not sit comfortably in the landscape without appropriate mitigation. Rather, the character of the area should be reflected in the road.

The A82 has the potential to be 'Scottish Scenic Route', and as such should be designed to the highest standard. Addressing the key issues of the existing road needs to be done carefully so as to ensure that its current qualities are not lost. Moreover, further opportunities to create a memorable route should be taken. Following the natural topography to create a three-dimensional surface, opening up views, using local materials, and embracing charming inconsistencies will all help to produce a road that speaks of its locale.

An interesting road serves not only to create a memorable drive, but also potentially leads to greater driver awareness, and as such has safety benefits.

![](_page_9_Picture_4.jpeg)

Albeit sub-standard, the current road has great character

![](_page_9_Picture_6.jpeg)

# Responding to the Landscape

The proposed improvements should not disregard the positive attributes of the existing road. As it currently stands, the A82 features some important characteristics that the new road should seek to maintain. Firstly, it responds to the existing landscape in a very tangible way. Whilst its sharp corners and tight radii are sub-standard in highway design terms and detrimental in many ways, visually they allow the road to 'fit' with the contours through which it passes. The road, the loch and the landscape are a comfortable composition through their historic relationship and the development of the route corridor in terms of road and rail infrastructure.

Roads which aggressively alter the current landscape in order to achieve contemporary standards may appear disconnected and unresponsive. In short, they may stand out as an ill-fitting intervention.

Whilst the route corridors may be altered to accommodate any new road, this must be done in a sensitive manner. The new road should be designed so far as possible to minimise any long-term environmental alterations it requires. Carefully designing the horizontal and vertical alignment of the route to complement the existing landforms will also minimise the need for earthworks and structures.

![](_page_10_Picture_4.jpeg)

The current road alignment is heavily influenced by the landscape - not visa versa

![](_page_10_Picture_7.jpeg)

### Views

Any new road corridor will affect both views *from* the loch, and views *of* the loch. As mentioned, views *from* the loch (such as those from a boat, a residence, or the West Highland Way) must be carefully considered, to ensure that any negative visual effect of the road on those views is kept to a minimum through the use of appropriate primary and secondary mitigation.

Conversely, the road improvements are likely to have a positive effect on views of the loch. The opportunity to create views of the loch that previously did not exist is one that must be taken. Opportunities for scenic laybys, viewpoints and openings in the roadside/lochside that have been identified should considered during Stage 2 DMRB. Views of the loch will define both the motorised and non-motorised user's experience of the road. Beautiful vistas framing key views / panoramas will attract tourists, improve the visitor experience, add value and create a memorable route which will encourage travel northwards.

It should be considered that these vistas are not static - both views of and from the loch will change with the seasons and climate, and will be experienced in very different ways depending on mode and direction of travel.

![](_page_11_Picture_4.jpeg)

Blocking or permitting the views of the loch greatly impacts the roads enjoyment

![](_page_11_Picture_6.jpeg)

## Pedestrian Environment

It is essential that the surrounding areas of the National Park remain welcoming and beautiful places for leisure users and residents to enjoy.

Throughout the route there will be a relationship between vehicular and non-vehicular environments. The way in which vehicle, pedestrian and cycle routes are arranged will have a big effect upon the enjoyment of each. Motorists getting stuck behind a cyclist will get frustrated, and make unsafe overtaking decisions. Equally, leisure cyclists want to feel that they can enjoy the route in a safe environment. Pedestrians, including the disabled and elderly will want to experience the loch, and should always be located on the east side of the road. The relationship between these layers of infrastructure must allow each to function as positively as possible.

#### Continuity

Views will only be of benefit to pedestrians and cyclists if they can safely and easily get to them. The pedestrian and cycle route created around Loch Lomond should form a part of a wider scheme strategy (rather than a piecemeal approach) in order to create a continuous and unfragmented route. The non-motorised provision created for this scheme will only flourish if it is accessible, safe and encouraged, and as such it must tie in seamlessly to the existing routes, and be designed to ensure that future routes can connect. Efforts to co-ordinate with the wider strategic access plans being developed by The National Park should be made.

![](_page_12_Picture_5.jpeg)

No pedestrian provision forces unsafe walking

![](_page_12_Picture_7.jpeg)

Pedestrian provision exists in some areas

![](_page_12_Picture_9.jpeg)

### Detailing

There is a balance to be struck between consistency in detailing quality and responding to the local characteristics of the route. Standardised details will likely be too insensitive, and as such detailing should respond to the local characteristics. Rather than seeking a consistency in detailing form, a consistent quality should be sought. Careful detailing will ensure the route ties in seamlessly with the landscape that surrounds it, and in time it may become an integral part of it. Through the creative and elegant use of surfaces, edge conditions, parapets, materials and detailing, a road can be created that is appropriate for its setting.

#### Interface

Currently the junction between the road and the landscape has become dangerous in certain places, imposing upon the carriageway width, creating drainage issues, and generally creating an unsafe route. This 'soft edge', however, is part of what gives this rural road its character. Whilst any improvement works must allow for a safe and high-quality route, this character must be conserved and enhanced. The interfaces between the road and the natural landscape should not appear as sharp, crisp edges throughout. A mix of rural soft and hard edges are present along the existing route, and the new road should be detailed as such.

#### Barriers

Whilst barriers must meet the relevant and appropriate safety standards, it is essential that they are carefully detailed and of high quality. Barriers will also form a critical component of the pedestrian environment. Pedestrians will experience them much closer and slower than road users and as such they must be of a suitably high quality. Furthermore, barriers will form a primary component of the road's edge condition, and as such their careful selection, implementation and detailing will serve to greatly reduce the visual effect of the road upon the loch.

Transparency on the east of the road is of primary importance. Road users should not have their view of the loch compromised by overly opaque barrier systems.

![](_page_13_Picture_7.jpeg)

No Lay-by provision forces unsafe parking

![](_page_13_Picture_9.jpeg)

Tourist traffic slows journey times

![](_page_13_Picture_11.jpeg)

#### Lighting

By night the loch is a dark environment, which affords excellent views of the stars. Efforts should be made to protect this darkness.

#### Highway Furniture

Signage, gantries, cameras, etc. must be kept to a minimum, and carefully located and detailed so as to minimise their negative visual impact. Generally speaking, they should be located on the west, in order to maintain views of the loch to the east. Sign posts should be coloured so as to blend into the natural environment, and where possible be recessed into vegetation.

### Short Term vs Long Term Impacts

Designing to aid construction and to reduce disruption is very important. However, the impact of designs which address these temporary issues extends for many years. Care must be taken to ensure that designing out these short term negative impacts is not done at the expense of any permanent residual effects of the design.

![](_page_14_Picture_6.jpeg)

A transparent eastern edge permits views across the loch

![](_page_14_Picture_8.jpeg)

Close relationship between road and landscape edge condition

![](_page_14_Picture_12.jpeg)

![](_page_15_Picture_1.jpeg)

This page is blank.

![](_page_16_Picture_3.jpeg)

![](_page_17_Picture_0.jpeg)

![](_page_17_Picture_2.jpeg)