1. Proposed Core Path
2. Summary of Representations Received

<table>
<thead>
<tr>
<th>Representation</th>
<th>Respondent Name</th>
<th>Organisation/Group</th>
<th>Objection Summary</th>
<th>Respondents proposed action</th>
<th>Respondent Ref No.</th>
<th>Objection withdrawn</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objection</td>
<td>S. B. Tong</td>
<td>UPM Tilhill</td>
<td>Core Path Not Needed</td>
<td>Delete</td>
<td>P018/2</td>
<td></td>
</tr>
<tr>
<td>Support/Comment</td>
<td>Frieda Bos</td>
<td>About Argyll Walking Holidays</td>
<td></td>
<td></td>
<td>P166</td>
<td></td>
</tr>
</tbody>
</table>

3. History of Access

i. Right of Way Status - None

ii. Recorded Access Issues: Inappropriate signage was reported near Dunloskin Farm; the signage has been amended

4. Site Visit

Photographs of the path and surroundings with comments

1. Dunans trail  2. New forest road  3. Path from Dunloskin

4. Leading to new road  5. Old path to Ardnadam  6. Old path to Dunloskin

5. Alternative Route/s

Old lower path still exists however it is over grown in places and indistinct.

6. Consultation with Objectors & Other Interested Parties

The proposed path is part of a Timber Haul Route; it is on a busy section that has a steep gradient; the route is freely available for public access but not suitable for a core path.
7. **Access Officer's Initial Comments**

This path offers a good, clearly signposted route to The Dunans, the ‘The Camels Hump’ viewpoint and to the Ardnadam Heritage trail.

This path acts as a connection that links a residential area around Sandbank Road and the Proposed Core Paths network in the woodland to the west of Dunoon and Sandbank, most of which has not received an objection. Its removal from the core paths plan would lessen awareness and reduce promotional opportunities of this and other core paths in the area.

The gradient of the Timber Haul Route is suitable for vehicular traffic usage, making it also suitable for most non motorised access. Access rights need to be exercised responsibly regardless of whether on a core path or other land, a key aspect of responsible access is to respect the interests of other people. Users of core paths require to show due care and respect for all other users of the route. In this instance both non motorised access takers as well as the drivers of authorised vehicles will need to be aware of the presence of one another to ensure the safety of all.

Signage could be used to raise awareness that the route is part of a Timber Haul Route and that there is a greater chance a vehicle may be encountered on this route. The designation of this route as a Core Path will probably not significantly increase the numbers of people using the route and since it is already well used the drivers of any vehicles will already have to be prepared to meet non-motorised users to whom they have a duty of care and this will be covered in any Risk Assessments and Method Statements for forestry managers, contractors and their staff.

Many forest roads are popular for recreational activities and drivers of vehicles on any forest road, regardless of whether it is a core path or not should be aware of the potential for encountering recreational users on the forest road. By designating the route as a core path vehicle drivers will be more alert to this possibility.

We recommend that this path is included in the Core Paths Plan because its removal from the plan will significantly reduce the sufficiency of the network between Dunoon and Sandbank and create a break in the only off road link between the two.
8. Advice received from the Access Forum

Argyll and Bute Council Core Path Plan
Finalised Draft 2012
Minute of Discussions by the Access Forum

Path Number: C211(a)
Path Name: Ardnadam Heritage Trial Loop

Forum Members Present
- John Urquhart (Chair)
- Niall McAlister Hall (Vice Chair)
- Fiona Russell
- John Little
- Duncan McDonald
- Stuart Shaw

Declarations of Interest
- John Little (Forestry Management) colleagues at Tillhill objected to this path on behalf of a client

Members Familiar with the Location
- Duncan McDonald
- Fiona Russell

Discussions
- Access rights on Forestry Roads,
- Legal burdens created by core path designation
- Public expectations raised by core path designation
- Public interest in the area and path
- Alteration of the primary purpose of the route from forestry road to core path

Access Forum Advice to Argyll and Bute Council
- Support Officer's Recommendation (in Section 7)
- Object to Officer’s Recommendation (in Section 7)
- Mixed opinion amongst Access Forum members (record all views below)

Majority View
Niall McAlister Hall and John Little felt the route should not become a Core Path because:
- Core path designation will increase the land owner/managers legal burdens which included a requirement that damaged surfaces be reinstated within 14 days.
- Members of the public will have expectations about the condition of core paths and in cases where the surface may be rough due to heavy vehicle use this will lead to an increase in the number of complaints received by the land manager.
- The route was created to allow access for timber vehicles to extract timber it was not created to allow public access although the public do have a general right of access to use the road and this point is not being challenged.
- Access rights apply to the track there is no need to have it designated as a core path.

Minority View
John Urquhart believed that the path should be a Core Path as it provided a valuable link and there would be a public benefit in its designation.

Abstentions and Other Comments
Duncan McDonald, Fiona Russell and Stuart Shaw abstained.
Fiona Russell – suggested signage could be used to say this is a timber haulage road.
9. Access Officer’s Final Recommendations

The Access Officers will continue to promote this path as a Core Path because we recognise that it is an important link in the local path network which existed for many years prior to the creation of the timber haul route which has replaced a section of it. It is shown on the County Series Ordinance Survey Maps from 1860-1895.

We recognise that the designation could impose additional burdens on the land owner, however this is true of all Core Paths and we do not believe this is a valid reason for a path not to be designated. The Access Officers have proposed that changes are made Section 11 of the Land Reform Scotland Act which would allow Access Authorities to permit the closure of Core Paths to allow large scale land management operations such as tree felling. Part of this objection to the designation relates to a section of the Land Reform Scotland Act which the Council recognises needs to be amended.

The Objectors have not provided any information regarding the numbers of vehicles using the routes or Risk Assessments to back up their case against designation of the Timber Transport Routes as Core Paths.

We believe that this is a popular path, close to one of the areas larger urban settlements, which is already well used by the local community and the designation of this route as a Core Path is not likely to significantly increase the obligation on the land manager with regard to public safety. The public already have a right of access and the forest manager needs to ensure that anyone using the road with a vehicle drives safely and is aware that the route is used by non-motorised users to whom they owe a duty of care.

Therefore no change is proposed to the Core Paths Plan, C211 will continue to be proposed as a Core Path. The National Access Forum is already aware of this issue and is working with the forest industry to develop suitable signage and best practice for the management of the potential conflict.
10. Appendices

Appendix I. Copies of the representations received during the formal consultation

<table>
<thead>
<tr>
<th>Name</th>
<th>S B Tong</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organisation (if appropriate)</td>
<td>UPM Tilhill</td>
</tr>
<tr>
<td>Address</td>
<td>Novar, Kilmun, Duncon, Argyll</td>
</tr>
<tr>
<td>Postcode</td>
<td>PA23 8SD</td>
</tr>
<tr>
<td>Daytime telephone number</td>
<td></td>
</tr>
<tr>
<td>Email address</td>
<td></td>
</tr>
<tr>
<td>Signature</td>
<td>Date 21st March 2011</td>
</tr>
</tbody>
</table>

C211 (a)  Object  DTHR Dunloskin – The proposed path is a Timber Haul Route. The proposed path is on a busy section on a steep gradient. The route is freely available for public access, but is an unsuitable candidate for core path status.
<table>
<thead>
<tr>
<th>Name</th>
<th>Frieda Bos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organisation (if appropriate)</td>
<td>About Argyll Walking Holidays</td>
</tr>
<tr>
<td>Address</td>
<td>Letters Lodge South, Strathlachlan</td>
</tr>
<tr>
<td>Postcode</td>
<td>PA27 8BZ</td>
</tr>
<tr>
<td>Daytime telephone number</td>
<td></td>
</tr>
<tr>
<td>Email address</td>
<td></td>
</tr>
<tr>
<td>Signature</td>
<td>Frieda Bos</td>
</tr>
</tbody>
</table>

C211 and C227 support
C237(fgh) Can easily be linked to form 1 continuing core path.
Appendix II. Copies of relevant correspondence
Correspondence with Councillor Bruce Marshall - received after the Forum gave its advice to the Council

From: Gritten, Jolyon  
Sent: Monday, February 04, 2013 11:34 AM  
To: Marshall, Bruce  
Cc: Grierson, Douglas  
Subject: RE: Core Path Reports  
Dear Councillor

Although the Access Forum members have already met to give their advice to the Councillor on these objections I will copy your comments into the reports so that they are available to the Reporter as part of the Public Inquiry Process. The Objection Reports will be sent to the Directorate for Planning and Environmental Appeals in the next couple of weeks, and they will appoint a Reporter to conduct an Inquiry.

Yours sincerely,

Jolyon Gritten  
Access Manager  
Development & Infrastructure Services, Argyll & Bute Council  
Manse Brae Offices, Lochgilphead, ARGYLL, PA31 8RT  
Tel: 01546 60 4314, Mobile: 0782 788 3167  
Email: Jolyon.Gritten@argyll-bute.gov.uk

From: Marshall, Bruce  
Sent: Sunday, February 03, 2013 11:26 AM  
To: Gritten, Jolyon  
Cc: Grierson, Douglas  
Subject: Core Path Reports  
Dear Jolyon

Re your paper to the Bute & Cowal Area Committee in which you ask for comment, I apologise for being late in making my comments.

A211 The original proposed route was a route supported by me and Sandbank Community Development Trust and would continue from the route built in recent years to the bird hide at Broxwood. It would allow the public access to an area not generally seen and full of birdlife. The objection from the Gun Club is fair enough but they meet only occasionally and surely signage could be placed when in use.

Councillor Bruce Marshall - Ward 6 Cowal

Violet Grove, Strone, Dunoon, PA23 8RX
Appendix III. Copies of responses additional consultations

Arroyll and Bute Council Core Path Plan
Finalised Draft 2012
Objection Report Representations from

Sandbank Community Council

Please use a separate form for each path or launch point.
Number of the Core Path, Aspirational Path or Launch Point you wish to make a comment on.

C211 Ardnadam Heritage Trial Loop

Place a cross ‘X’ in one box only below.

- Support Officer’s Recommendation (in Section 7)
- [ ] Object to Officer’s Recommendation (in Section 7)
- [ ] Comment only
- [ ] Mixed opinion amongst Community Council members (record all views below)

In a small number of the reports the Access Officers have not made a recommendation and are seeking your views on the designation of the path.

Please do not restate views, opinions or information already in the reports. Please make any new comments clearly and concisely, use bullet points if possible.

Comment:

Name: Mr Iain J. MacNaughton, Convener
Organisation: Sandbank Community Council
Address: 8 Ferryman’s, Ardnadam, Dunoon, PA23 8RW

Signature: (If submitting a paper copy)
Email address: (Your email address will be used as your signature if submitting by email).
Argyll and Bute Council Core Path Plan
Finalised Draft 2012
Objection Report Representations from
Sandbank Community Council

Please use a separate form for each path or launch point.
Number of the Core Path, Aspirational Path or Launch Point you wish to make a comment on.

C211(a) Ardnadam Heritage Trial Loop

Place a cross ‘X’ in one box only below.

☒ Support Officer’s Recommendation (in Section 7)
☐ Object to Officer’s Recommendation (in Section 7)
☐ Comment only
☐ Mixed opinion amongst Community Council members (record all views below)

In a small number of the reports the Access Officers have not made a recommendation and are seeking your views on the designation of the path.

Please do not restate views, opinions or information already in the reports. Please make any new comments clearly and concisely, use bullet points if possible.

Comment:

Name: Mr Iain J. MacNaughton, Convener

Organisation: Sandbank Community Council

Address: 8 Ferryman’s, Ardnadam,
Dunoon, PA23 8RW

Signature: (if submitting a paper copy)

Email address: (Your email address will be used as your signature if submitting by email).
Dear Jolyon,

Thanks for your email of 19 June re the above.

It is unfortunate that the issue of timber transport and public access has become polarised in Argyll & Bute to an extent that I have not experienced elsewhere. By its very nature, Argyll & Bute is a rural area where, broadly speaking, most residents and visitors have had a long history of access to the countryside albeit following traditional permissive approaches. Forests and woodlands, in particular, have played a significant role in that (for example, the first Forest Park in GB, where access was actively promoted, was the Argyll Forest Park set up in 1935). The designation of Core Paths 'to give the public reasonable access throughout the area' might be construed by some to be less necessary in a region such as Argyll than in other, more heavily populated localities. Be that as it may, FCS is a supporter of the Scottish Outdoor Access Code and the designation of core paths. What we are doing is seeking to ensure a reasonable balance between the desire to promote 'reasonable access' and the ability of the forest manager to carry out forestry management activities without undue additional burdens.

As you may know FCS has been tasked by the National Access Forum to develop a draft protocol to facilitate liaison between forestry interests and access authorities regarding management of access on core paths. This draft will then be subject to consultation with wider stakeholders followed by seminars to promote its contents. The intention is that this exercise will be completed by the end of March 2013. Once in place, this will give access and forestry stakeholders a clear basis for accommodating each other's interests within the context of the SOAC. It's a pity this was not in place earlier as it might have answered many of your queries.

Because of the nature of the debate in Argyll, we will seek to hold a suitable seminar in Argyll & Bute to highlight the approach recommended. In the meantime however we have to deal with the current situation as it is.

Broadly speaking, the forestry sector, both state and private, has a very good track record of supporting public access to forests and managing it positively to fit in with forestry operational activities. As I understand it, forest managers are concerned that, in some forest road locations in Argyll & Bute, core path designation may not be appropriate because the road is used regularly by heavy timber traffic. The main reasons are:

- that core path designation would promote, via maps and other advertising, an unrealitic expectation of quiet access to recreational users at odds with regular use by heavy timber traffic;
- that this might result in a conflict of use
- that the operational use of the forest road may be compromised by the designation and place an unreasonable burden on the forest manager
- that access and use of the forest roads under scrutiny for recreational pursuit in question is accepted by the forest manager but that core path designation is not as it will remove flexibility of forest management

I have no doubt that the pending work requested by the NAF will largely answer these concerns.

In the the meantime, I understand that around one-third of the proposed core paths for Argyll & Bute are located on forest roads and paths. Most of these proposals have been accepted by the local forest manager, including my FCS colleagues in West Argyll Forest District and Cowal & Trossachs Forest District who manage the National Forest Estate, though with some exceptions. By and large
therefore we have no further comments to make on submissions with the exception however of 3 core path proposals all around Dunoon on (a) C223 (Dunans Loop to Invereck and LLTNP boundary), (b) C211(a) Ardnadam Heritage Trail Loop and (c) C488 Dunloskin Wood. After due deliberation, we are inclined, reluctantly, to object to these core path designations on the basis that:

- there are existing alternative access routes in and around this area - (NB access to forests using forest road access is good both locally and generally within the A&B Council area)
- that these are very important Timber Haul Routes and it would not be appropriate to advertise them as core paths for recreational users
- that core path designation may impact on the primary function of the roads as a timber haul route (which is to remove timber traffic from the travelling through Dunoon) and might compromise the goodwill of forest managers elsewhere who may be considering collaborative projects to upgrade forest roads in Argyll which seek to minimise the impact of timber traffic on fragile rural public roads
- that the roads may still be used for recreational purposes in accordance with the SOAC; it simply won't be advertised as a core path

I attach our detailed objections for each of the proposals. I do not believe that removal of these routes will compromise access in and around Dunoon.

I have not responded to the proposed designation of the NP002 Torinturk to Kilberry road as it is really for local managers to lead on that aspect. Broadly speaking, Strategic Timber Routes may be suitable as core paths but I would recommend each case be looked at individually as circumstances will vary. Re your reasoning on why forest roads should be core paths, one might turn your logic around in some locations - why declare Strategic Timber Haul Routes to be a core path, which may unduly constrain the forest manager, when access for recreational users is low-key and generally available on other paths?

As regards the application forms for the STTF, almost invariably each application for a forest road makes the case for the benefits of additional public access and undoubtedly such benefits do accrue. I am not convinced however that this means every STTF must become a core path by definition. The community and social benefits are not simply based on a new route created but on the reduced access points, impacts on the public road and in forest haulage reducing disruption to fragile local communities. I'm not sure that seeing the application forms will help throw any further light on the topic but I have copied this response to Roland Stiven, Confor, the Timber Transport Forum Project Officer who helps administer the STTF, who may be able to help. You can also view project proposals on http://www.forestry.gov.uk/STTF.

Please find attached our comments on each of the core paths listed above including the objections. We would like both this letter and the individual comments to be available to the reporter when making their decision. We would be happy to discuss this further and to discuss the pending work of FCS in taking forward the protocol.

Yours sincerely

Syd

Syd House
Conservator
Perth & Argyll Conservancy
Tel: [redacted]
The attachment contains Objections to Core Path Designation on Dunoon on:
(a) C223 (Dunans Loop to Inverreck and LLTNP boundary),
(b) C211(a) Ardnadam Heritage Trail Loop and
(c) C488 Dunloskin Wood.

together with comment on the following roads:

1. NP 002 Torinturk
2. C172(a) Loch Avich
3. C199 Furnace
4. C200 Coille Bhraghad Inveraray
5. C303(b) Claonaig (Kintyre Way)
6. C458 Dalriada no. 9 lock
7. C468 Garelochhead
8. C520 Loch Nell
9. A002 Taynuilt to Tyndrum
10. A016 Barguillean
11. A121 Laggan Burn
12. A124 Glen Forsa
13. A200 Polvinston Oban
14. A226 Dalmlally
15. A247 Salachray

| 1. C211(a) ardnadam Heritage Trail Loop | The Ardnadam Heritage Trail is shown as accessible via the cemetery and is connected to Dunoon via an un opposed core path. The proposed route is a strategic timber haul route and will see peaks in activity; that will have a detrimental effect on the visitor experience, as well as Health and Safety implications for the land manager. There appears to be sufficient path network proposed around the area and throughout Argyll without the need for this Strategic Haul Route to be included – access would still continue on the basis of the SOAC. | Object |

General comments;

There is repeated reference to forest roads being reinstated within a few months of harvesting for replanting. There is often a significant fallow period before replanting due to weevils or other constraints and it is not correct to say that reinstatement may occur in this timescale. Reinstatement may also be subject to other restrictions under the Wildlife and Countryside act - with operations already having to work in tight timeframes.
Appendix IV. Additional supporting documents

Tilhill

Novar, Kilmun, Dunoon, Argyll PA23 8SD

Derek Nelson Esq
Timber Development
Forestry Commission Scotland
Silvan House
231 Corstorphine Road
Edinburgh EH12 7AT

Dear Derek,

STTS Application R2/4/2006: Dunoon Timber Haul Route

Further to your letter of 4th September 2006, I enclose our revised application which has been updated to include the additional information and costs provided during the period of clarification. I apologise for not doing this earlier, but I thought that it could not be processed until the approvals required from Forestry Commission Scotland and Argyll and Bute Council were in hand.

Most of the changes are self explanatory and relate directly to the issues about which we have corresponded. In Part Three, you will see that I have split up the management costs to include items for travel and administration which were not identified separately in the previous version. I have also included a line to cover non-recoverable VAT. I thought that this might be applicable to the contribution from Forest Enterprise, but I was not sure how to include it or whether there would be any benefit to the partners or the strength of the application from doing so. As this relates solely to the Forest Enterprise contribution, I thought that you might be able to factor it in if it is applicable.

I hope that I have covered everything required in this revision and look forward to hearing from you in due course.

Yours sincerely,

S B Torg
Forest Manager

RECEIVED
- 9 OCT 2006
F.C.S. NATIONAL OFFICE
Argyll Timber Transport Group
Dunoon Timber Haul Route
STTS Application

Application Form

**Part One – General**

**Project Information**

<table>
<thead>
<tr>
<th><strong>Name of Project:</strong></th>
<th>Dunoon Timber Haul Route</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Period:</strong></td>
<td>1st August 2006 to 30th January 2008</td>
</tr>
<tr>
<td><strong>Target Area/Location of Project:</strong></td>
<td>Argyll Timber Transport Group Area – Forest area West of Dunoon, Argyll.</td>
</tr>
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</table>

**Summary of Project:**
(100 words max)

Construction of new forest road and upgrading of existing roads to provide a new access between the towns of Dunoon and Sandbank. The project will provide an alternative for three current access points, which join minor council roads in the middle of residential areas. The new network will link three distinct forest areas that currently have no paths or tracks to join them. The project is a partnership between Forest Enterprise and three areas in private ownership.

**Budget:**

- **Budget Estimate:** £386,200
- **Strategic Timber Transport Scheme Support Requested:** £324,022
- **Other Funding:** £262,168

**Expenditure Profile:**

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<th>Other Funding</th>
<th>Total</th>
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<tbody>
<tr>
<td>2006/07</td>
<td>£122,672</td>
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<tr>
<td>2007/08</td>
<td>£201,356</td>
<td>£128,739</td>
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<tr>
<td>2008/09 &amp; later</td>
<td>---</td>
<td>£55,000</td>
<td>£55,000 (Maintenance Cost)</td>
</tr>
</tbody>
</table>

*The Scottish Strategic Timber Transport Scheme: User Guidance - March 2006*
### Background: Project Description

**Project Description**

The project involves approximately 5.6 km of new road, 3.8 km of upgrading work and a new 8m span bridge. The new access will serve the Forestry Commission, 3 separate privately owned forests and a private residential estate. The objective of the project is to provide a cost-effective, low impact, alternative to the current access arrangements enjoyed by the partner forests, with their inherent conflicts and sensitivities. A map of the proposed route is given in Appendix I, which accompanies this application.

The Dunoon timber haul route solution needs to be implemented as soon as possible. Production in two of the partner forests (Auchanore and Blairbuie) is ready to start immediately. Once the project is confirmed, work can start on Forest Plans for these woodlands, which will allow harvesting to start shortly after the route is completed.

While not shown on the ATTG Agreeed Routes Map (due to its scale) the reduction of timber traffic movements through Dunoon is a major objective of the Regional Transport Group.

The primary aim of the project is to release pent-up timber production from Blairbuie and Auchanore, where there are significant areas of windblown and access problems are preventing the early felling necessary for successful restructuring of large even-aged plantations, in a manner which minimises adverse impacts on the neighbour communities. The target would be to commence felling in these woodlands in 2008/9, when the new route has had a chance to settle. A combined production forecast for the partner forests is given in Appendix II, which accompanies this application.

The secondary aims are to provide an alternative to the existing access at Kilbride Road, Dunoon (which has been used for timber traffic, but is becoming increasingly sensitive) and provide a longer-term access solution for Dunlochkin (which is younger than the other partner forests, but is essential to the project viability). The target is to have the access in place for the next felling in Colintra in 2008/9 and for planning and certification at Dunlochkin.

The aims and targets of the scheme, which are not linked to timber production and forest planning, are set out in the sections below. A summary of the Positive Outcomes associated with this project is also given in Appendix III, which accompanies this application.

### Fit with Essential Criteria

<table>
<thead>
<tr>
<th>Strategic Fit</th>
<th>The project is strongly supported by the Local Authority’s Transportation and Property Department, who wish to reduce timber traffic in Dunoon. The multi-use and diversification of the forest resulting from the project is consistent with the Scottish Forestry Strategy.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Need for Public Sector intervention</td>
<td>The total cost of the new route is much higher than the costs associated with the continuing use and development of the</td>
</tr>
</tbody>
</table>
### Argyll Timber Transport Group

**Dunoon Timber Haul Route**

**STTS Application**

<table>
<thead>
<tr>
<th>Forests’ existing access arrangements</th>
<th>Haulage rates via the new route are likely to be unchanged as a whole. The haulage rates from Blairbuie will probably be reduced (although this would not be the case if the potential to ship timber out of Ardyne developed as a viable possibility). The haulage rates from Auchamore and Dunloch are likely to remain unchanged as the increases and reductions in the lengths of in-forest haulage for those partners are not great. The haulage rates from parts of Coalmore may be increased as a result of longer in-forest haulage distances. The anticipated lack of any significant increase in future haulage costs, arising from use of the Dunoon Timber Haul Route, is a major factor in ensuring the long-term viability of the project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The partner contributions in the budget plan are set at a level, which is lower than the overall cost of using existing forest accesses, and the need for Public Sector intervention is paramount.</td>
<td></td>
</tr>
</tbody>
</table>

### Lifeline viability / sustainability

The project viability is ensured by the neutral effect on overall haulage rates and the fact that it involves the reallocation of expenditure away from the traditional access points. Having established the new route there will be no incentive to use the existing accesses for timber or other heavy vehicles. The partner forests will be granted Servitude Rights that will be transferrable on change of ownership. Once established, the costs of maintaining the new route will not adversely affect its sustainability and viability in the longer term. The maintenance agreement will be featured in the Servitude which need to be granted to establish the route. The first draft of the maintenance agreement has been circulated and is under consideration by the project partners. The key elements of this draft are given in Appendix IV, which accompanies this application.

### Long-term benefits

The community benefits from the reduction of timber traffic travelling through Dunoon (from the South), the redirection of timber traffic away from residential areas and the improvements in the scope and standard of recreation access are indefinite. Other subsidiary benefits, such as the improved access for management of ASYW, can also be considered as long term.

### Deliverability

There are good levels of commitment to the project from...
Argyll Timber Transport Group,
Dunoon Timber Haul Route
STTS Application

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>the partners. Cost estimates are based on current prices and should be achievable by competitive tender. The timetable for planning and construction is relatively safe, as long as project approval is forthcoming as specified and is based on the managers' experience of similar projects. The Forestry Commission have indicated that an EIA will not be required and expect to confirm this in mid-October when the member of staff who is dealing with it returns from leave. Argyll &amp; Bute Council have confirmed that the planning application for improvements to the access at Herenles is valid and should be the subject of a formal decision by 24th November 2005. A copy of the Council's letter is given in Appendix V, which accompanies this application.</td>
<td></td>
</tr>
<tr>
<td>State Aid/competitive advantage</td>
<td>With neutral effect on haulage cost and partner contributions greater than the cost of developing and using existing infrastructure, it is evident that there is no breach of State Aid rules.</td>
</tr>
<tr>
<td>Fit with Other Scheme Criteria</td>
<td>Taking timber traffic away from the existing access points in residential areas of Dunoon is the main impetus for the project. In particular, the diversion of traffic away from the John Street access will deliver major benefits in terms of reduced disruption and congestion. Reduction of lorry movements through the town of Dunoon will have road safety benefit.</td>
</tr>
<tr>
<td>Community and Social benefits</td>
<td>The opportunities that are presented by the creation of a road link between the forests behind Dunoon and Blairbuie are considerable. The new road will link in to existing tracks, giving access as far West as Loch Striven. The linkage of Auchamore and Corlarach also provides greatly increased opportunities for access and some excellent cycle routes. Overall, the project is expected to generate a slight increase in the length of in-forest haulage and a reduction in public road miles. The fuel use may be slightly higher, but the fact that noise and air pollution remain in the forest will be an advantage.</td>
</tr>
<tr>
<td>Environmental benefits</td>
<td>The proposal has been the subject of a comprehensive EIA Screening process, which has considered the potential impacts associated with it and set out the necessary controls.</td>
</tr>
<tr>
<td>Reduced damage and disruption to public roads</td>
<td></td>
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<tr>
<td>----------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>This is a very strong project driver. The use of John Street, which is partly one-way, for timber traffic is a serious concern for the Council. The provision of this alternative will avoid significant disruption that would result from the use of this route. A measure of damage would also be likely, particularly where lorries would have to turn on to John Street.</td>
<td></td>
</tr>
<tr>
<td>The advantages arising from reduced use of Kilbride road are similar, but less extreme.</td>
<td></td>
</tr>
<tr>
<td>The Community Council has cited measurements that showed major surface deflection when heavy vehicles travelled over Victoria Road (the main route through the town for timber from the South and from Kilbride Road). There will be significant benefits in terms of reduced damage and disruption to Victoria Road and Hamilton Street.</td>
<td></td>
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<table>
<thead>
<tr>
<th>Improving access to landlocked forests</th>
</tr>
</thead>
<tbody>
<tr>
<td>While not completely landlocked, Auchamore, Blairbuie and Duniodden would face significant difficulties developing their existing accesses to carry the volumes of timber associated with imminent production programmes, without causing substantial disruption &amp; wear &amp; tear on associated council roads.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ability to deliver to programme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tilhill and Forestry Enterprise have already delivered a similar multi-ownership haul route project at Strome/Ormidale. This project was delivered promptly and within budget, with all of the requirements of the RPP funding being satisfied. UPM Tilhill's assurance management systems, expertise and resources all provide security and confidence in respect of programme delivery. Partners have been frustrated by the delays caused by advanced scoping of EIA requirements and are keen to progress the project as soon as possible.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Partnership and leverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project has 5 landowner partners covering both the state and private sectors. The application is for 61% funding from STTS (55% after allowing for maintenance over the first 5 years of use), but all of the remaining costs are being met directly by the project partners. The partners are</td>
</tr>
</tbody>
</table>
Argyll Timber Transport Group,
Dunoon Timber Haul Route
STTS Application

<table>
<thead>
<tr>
<th>Economic sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>By resolution of current access problems and the provision of cost effective and robust alternative, the project is enabling good management of the forests in the future (unencumbered by potential access difficulties). Appropriate management will lead to economic sustainability in forestry-related employment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forest Enterprise and the owners of Dunlochkin, Auchamore and Blairbuie are committed to open access: all except Blairbuie already have substantial levels of public access throughout. The new route will be open for reasonable use and will be promoted through forest access schemes, concentrating recreational access at Kilbride Road and John Street. The final downhill section of the route from Dunlochkin to the A835 at Heronlea will cope with the combined weight of timber traffic from all the forests and accordingly it will be managed to exclude light vehicles and minimise other activity in the interests of efficient and safe usage, and reconciling with the access requirements of the Heronlea owners.</td>
</tr>
</tbody>
</table>

**Justification & Value for Money (Please explain how your costs have been arrived at and why the level of funding sought is both necessary and good value.)**

The Heronlea access option was selected following a process that looked at a total of 6 different route options to existing access points onto the public road network between Bullwood and Ballochyle. The option appraised carried out as part of the EIA screening process showed that the Heronlea option has the best profile in the balance between cost, feasibility, impact and sustainability. The other route options either had higher construction and running costs or they had fundamental flaws (e.g. the one-way section in John St.).

The project costs include (the expenditure on the construction and execution of the new route to Heronlea, the legal costs for the partners to grant and receive the access rights that they will require). All of the partner forests have serviceable light vehicle access (at least) which they intend to maintain. By agreeing to limit light vehicle use of the newroute to inspection, maintenance and supervision of heavy transit, the granting of...
the servitude over Heronlea has been made acceptable to the owners. The conditions required
to define and control vehicle usage will be part of all of the Servitude Rights.

This project has been costed on the basis of recent tenders for road works and recent
experience of supervision, administration and legal costs for other projects.

A range of contribution profiles were discussed by the project partners and the proposed
distribution of costs between themselves and the STTS funding represents the upper levels of
expenditure that will maintain the partnership. Individual partner contributions have been set
according to usage/benefit.

Forest Enterprise have been compelled to cap their contribution at £43,000, with the result
that proportionately higher levels of STTS funding are being sought for the sections of the
route to which FE are contributing. Aside from being the result of financial constraints, the
lower level of the FE contribution to the project as a whole is justified by the fact that they
have already developed their access at Kilbride Road to full specification for timber haulage.

While the calculation of value based on Sensitive Lorry Miles is £102,000 this does not
reflect the potential for damage from the use of routes in Dunoon. The funding request of
£318,500 must also be examined in light of the possible damage to property and the safety
risks associated with timber traffic in the more sensitive areas.

The project partners have agreed, in principle, to paying into a maintenance fund on the basis
of tonnes hauled over the mutual sections of the road. Maintenance will be carried out on an
open book basis and maintenance contributions will be varied in the light of ongoing costs to
ensure that funding is maintained. This structure will be covered in the Servitude rights that
are given to the project partners.

Given the experience of the managers in this type of work, significant cost overruns are not
anticipated. All of the contributing project partners have provided letters of commitment to
the levels of expenditure contained in the costing which forms Part Three of this application.

In keeping with the spirit of the fund, the forest owners are making no charge to the other
partners for Servitude Rights over their parts of the new haul route and all are contributing
equitably to the costs. Discussion with the neighbouring agent indicated that payment would
be required for Servitude Rights to cross Ardnamac and Glenkin.

*Implementation Plan (Gantt chart)* (Give outputs, times and who is responsible for their
delivery)

<table>
<thead>
<tr>
<th>TIMING (By End Of)</th>
<th>OUTPUT</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2006</td>
<td>STTS Application Submitted</td>
<td>Tilhill/ATG</td>
</tr>
<tr>
<td>October 2006</td>
<td>Project Approval</td>
<td>STTS</td>
</tr>
<tr>
<td></td>
<td>Partner Approval</td>
<td>Tilhill/Project Partners</td>
</tr>
<tr>
<td>December 2006</td>
<td>Preparation of Road and Bridge Tender Documents</td>
<td>Tilhill</td>
</tr>
<tr>
<td></td>
<td>Payment to Heronlea for Servitude</td>
<td>Tilhill</td>
</tr>
<tr>
<td></td>
<td>Owning of Servitudes</td>
<td>Tilhill/Solicitors/Partners</td>
</tr>
</tbody>
</table>
Argyll Timber Transport Group,
Dunoon Timber Haul Route
STTS Application

<table>
<thead>
<tr>
<th>December 2006</th>
<th>Details Survey &amp; Bashing</th>
<th>Tilhill/Contractors</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Assessment of Tenders</td>
<td>Tilhill/Partners</td>
</tr>
<tr>
<td></td>
<td>Tenders Awarded / Work</td>
<td>Tilhill</td>
</tr>
<tr>
<td></td>
<td>Instructions Issued</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIMING (By End Of)</th>
<th>OUTPUT</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2007</td>
<td>Contract Set Up</td>
<td>Tilhill</td>
</tr>
<tr>
<td></td>
<td>Roadline Trees Felled</td>
<td>Tilhill/Contractors</td>
</tr>
<tr>
<td>September 2007</td>
<td>Main Road Construction Completed</td>
<td>Tilhill/Contractors</td>
</tr>
<tr>
<td></td>
<td>Bridge Built</td>
<td>Tilhill/Contractors</td>
</tr>
<tr>
<td>December 2007</td>
<td>Completion of Snagging Work</td>
<td>Tilhill/Contractors</td>
</tr>
<tr>
<td></td>
<td>Completed Project Inspection</td>
<td>Tilhill/Partners/STTS</td>
</tr>
<tr>
<td></td>
<td>Submit Final Claim</td>
<td>Tilhill</td>
</tr>
</tbody>
</table>

Project Outputs and Benefits (Tied to key aims)

Community and Social Benefits – The upgrading of 3.8km of existing forest roads and the construction of a new bridge, bell-mouth and 5.6km of new forest road to provide a new access point for the partner forests to the South and West of Dunoon. Linkage of Corlarach, Blairbuie and Auchansare/Dunlokin to provide an integrated network of routes for public access (cycling and walking) that will cover the southern part of the Cowal Peninsula and bring significant benefit to tourism and local recreation.

Environmental Benefits – Over the next 25 years over 360 000 cubic metres of timber will be taken off the roads within and to the South of Dunoon. This represents an average of over 9000 lorry miles per year transferred off fragile public roads onto the forest road network. The overall reduction in the use of fragile public roads will be about 0.6 lorry miles/tonne.

Reduction Damage and Disruption – The project will take 124 000 tonnes of timber off John Street and adjacent roads. 46 000 tonnes of timber will no longer be taken out along Kilbride Road and back through Dunoon. 118 000 tonnes of timber from Blairbuie Forest will not have to be transported through Innellan and Dunoon. A total of 288 000 tonnes of timber will be kept off the roads of Dunoon over the next 25 years.

The Scottish Strategic Timber Transport Scheme: User Guidance – March 2006
ARGYLL TIMBER TRANSPORT GROUP


Comments of the Advisory Group for clarification.

Query 2: Positive Outcomes.

1/ For people living in or travelling through Dunoon.
   - Reduced heavy traffic, especially in “residential” parts of the town
   - Reduced noise, fumes and dust associated with HGVs
   - Reduces the volume & frequency of traffic, thus improving safety margins
   - Eases access to the town centre car parking and shopping areas
   - Eases access to the Dunoon/Gourock ferry terminal
   - Improves access to the forests behind Dunoon
   - Increases recreational opportunities within the forests

2/ For the Environment.
   - Reduces wear and tear on the fragile roads in residential Dunoon
   - Reduces wear and tear on the main north/south route through Dunoon
   - Reduced mean despatch distance cuts down on fuel consumption & emissions
   - Well designed route mainly level or downhill minimises fuel consumption
   - Therefore improved air quality, less fumes, dust & noise
   - Reduced distance on public roads when timber is going to Sandbank Pier

3/ For the Forest Industry.
   - Lower mean despatch distance for most partners, giving savings in time
   - Less traffic to cope with to get through Dunoon for all partners
   - Less fuel consumption for all partners through well designed route
   - Improved access to all forests in the partnership
   - Perceived improvement in road safety – better public image.
   - Perceived improvement in forest and product residual values
   - Provides a more versatile forest road network that can enable harvesting and recreation to continue at the same time, in different parts of the forest

4/ For Argyll & Bute Council.
   - Reduces deterioration on the internal roads in Dunoon & Inverellan
   - Reduces maintenance costs on these routes
   - Eases traffic management in and around Dunoon & the ferry terminal
   - Perceived improvement in road safety & therefore their public image
   - Reduced distance on public roads when timber is going to Sandbank Pier
   - Improves long-term working relationship between forestry & the council

The forest area served by the new/upgraded road network, will benefit from a well designed route, providing an optimum workable and sustainable extraction road that transfers 120,000 miles from public road to forest road travel, over twenty five years.

Ian Arnold, Project & Liaison Officer 24th July 2006