

Consultee	Date Contacted	Date Response Received	Issue Raised	Forestry Commission Response
Forestry Commission – Highland Conservancy	7 th June 2012 by email	13 th June 2012	<ul style="list-style-type: none"> • None at this stage 	
Scottish Natural Heritage	7 th June 2012 by email	20 th July 2012	<ul style="list-style-type: none"> • Need to consider Moriston SAC and Glen Etive & Glen Fyne SPA's. • Seek advice from local SNH offices in advance of ops planning 	<ul style="list-style-type: none"> • Glen Etive and Loch Fyne SPA runs to the south of A82 in Ballachulish area but not within the immediate A82 Strategy area. Moriston is a riverine SAC which our operations have the potential to impact on within the immediate environs of the outflow around Invermoriston. Robust management of our operations in accordance with our Forestry and Water guidelines will be practised and this will compliment the requirements made by SEPA. • All other protected species will be managed through the work plan process, supported by site survey. Landscape impacts will be addressed through normal FDP process.
Scottish Environmental Protection	7 th June 2012 by email	20 th July 2012	<ul style="list-style-type: none"> • Need to consider pollution prevention to be added to guiding 	<ul style="list-style-type: none"> • Pollution prevention will be an important element of operational pre-planning and subsequent delivery.

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Agency			<p>principles and additional pollution mitigation measures may be needed above those specified in UK Forestry Standard</p> <ul style="list-style-type: none"> • Contact SNH and local fishery trusts to establish if sensitive receptors or salmon breeding grounds may be affected. • FC needs to identify an overall responsible officer to whom the public or public agencies can address any concerns over environmental issues. • Fell to Recycle cannot be considered “recycling” under current legislation and proposals to leave material to decompose on site will only gain an exemption if it can be demonstrated to provide ecological benefits. 	<p>The work will be closely supervised and managed but we agree that additional measures may be needed and we will seek advice from SEPA staff during the work planning stages.</p> <ul style="list-style-type: none"> • Operational staff may need to seek advice from SEPA and SNH where it is thought that there will be an exceptional risk to the environment. In the majority of cases the principal risk will be to the A82 and its users, not the wider environment. • The A82 Project officer would be the officer best placed to deal with specific concerns over environmental issues. • We agree and the term “Fell to Recycle” is perhaps misleading. What we really mean is the felling and leaving to decompose of small areas of conifers or individual trees when it is either not economical or safe to extract them from the forest. This type of operation will only be carried out where necessary for safety or
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			<ul style="list-style-type: none"> Amend Strategy to take into consideration the waste management implications Need to consider responsibilities under the Environmental Assessment (Scotland) Act 2005 (SEA) 	<p>environmental reasons.</p> <ul style="list-style-type: none"> Waste management is relevant to our operations but this will be covered in the operational plans for each specific felling coupe rather than in the Strategy. We have undertaken a pre-screening assessment of the Strategy using the criteria specified in Schedule 2 of the Act, and have determined that this strategy will have no or minimal effect on the environment and as such is exempt from SEA requirements.
Historic Scotland	7 th June 2012 by email	23 rd July 2012	<ul style="list-style-type: none"> Work is unlikely to have significant impacts upon any nationally important heritage features so no specific comments to make now - happy to provide advice as work progresses 	<ul style="list-style-type: none"> We agree. We are in the process of arranging heritage surveys in advance of our operations and our work will be managed through our normal work plan process. There is nothing exceptional being proposed through the Strategy and Forests and Archaeological guidelines will apply, however, our staff will seek advice from Historic Scotland if needed.
Highland Council	7 th June 2012 by email	No response received		

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Scottish Canals – Caledonian Canal	7 th June 2012 by email	25 th July 2012	<ul style="list-style-type: none"> FC should consider moving timber via the canal instead of by road where practical 	<ul style="list-style-type: none"> Most of the timber will be extracted uphill away from the A82 and onto internal forest roads. From there lorries are the only mode of transport that can then move the timber to the mill. It would be cost prohibitive to move the timber to a shipping / barge point particularly as the distances between the forest and mills are comparatively short. There is also no existing pier facility on Loch Ness side to handle timber. However we do continue to look for shipping options where road transport is not practicable or cost effective.
Ballachulish CC	7 th June 2012 by post	No response received		
Nether Lochaber CC	7 th June 2012 by post	No response received		
Fort William CC	7 th June 2012 by post	No response received		
Spean Bridge CC	7 th June 2012 by post	No response received		
Glengarry CC	7 th June 2012 by post	No response received		
Fort Augustus	7 th June 2012 by	No response		

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and Glenmoriston CC	post	received		
Inverlochy and Torlundy CC	7 th June 2012 by post	No response received		
Inverness West CC	7 th June 2012 by post	No response received		
Stratherrick and Foyers CC	7 th June 2012 by post	No response received		
Glen Urquhart CC	7 th June 2012 by post	17 th July 2012	<ul style="list-style-type: none"> • Need to reduce impact of traffic management – work outside normal hours 	<ul style="list-style-type: none"> • Yes we will consider carrying out work outside normal working hours where it is safe to do so to reduce the impact of traffic management.
Scottish and Southern Energy	8 th June 2012 by email	24 th Aug 2012	<ul style="list-style-type: none"> • Close communications will be required between FCS and SSE at the coupe planning stage. • At much notice as possible is required so SSE has a better chance of fulfilling any outage request and all trees within felling distance of the line should be cleared during harvesting to protect network integrity. 	<ul style="list-style-type: none"> • Yes. Very close liaison will be required. The proposed work will be discussed at a strategic level with our Area Operations Manager and at an operational level with our harvesting manager. • We will aim to give a year's notice of our outline operational plans where electric lines are likely to be affected and a minimum of a month's notice of an actual start date of operations.

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<p>Northern Constabulary (representing Fire and Ambulance Services also)</p>	<p>8th June 2012 by email</p>	<p>4th July 2012</p>	<ul style="list-style-type: none"> • Strategy proposals do not cause any undue problems as long as complete closures are for a minimal period and that should emergency access be required this is facilitated • Resources must be in place for the road to be reopened swiftly if there are any unforeseen major rockfalls or landslides on to the road 	<ul style="list-style-type: none"> • No complete closures like the full weekend closure of the A82 in Dec 2011 for the removal of the boulder are currently being planned. There will be a need for short closures to help facilitate tree felling operations but we will liaise with the emergency services to ensure provision for emergency access is made. • We are developing an emergency response plan for the A82 corridor that will help us deal with emergency situations such as a landslide, rockfall or windblown trees. However, such incidents may need a multi-agency response including Transport Scotland and the emergency services in addition to FCS staff and resources.
<p>Transport Scotland (TS)</p>	<p>8th June 2012 by email</p>	<p>9th August 2012</p>	<ul style="list-style-type: none"> • Member of TS's Trunk Road and Bus Operations management team will be appointed to liaise with FCS and TS would want to be involved in future community engagement work • FCS need to consider the use of innovative harvesting techniques to 	<ul style="list-style-type: none"> • We welcome the ongoing involvement of TS in the planning and delivery of our operations. We are required to engage with Transport Scotland (and its Road Network Operator) in respect of road traffic management but the support and advice to date has been invaluable in the successful delivery of the Glen Righ operations to date. • We have been and still are considering the use of innovative

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			<p>minimise the impact of harvesting on the A82. The use of helicopters during timber extraction, safe guarding of road users through the use of mobile shelter canopies during harvesting and whether the forest road can be used as a diversion route should all be investigated.</p>	<p>harvesting techniques. We are currently exploring the use of helicopter extraction and will look into the feasibility of using protective shelters during harvesting. We will also consider the use of forest roads as temporary diversion routes but this may only be feasible along limited sections and given the nature of forest roads might only be available as a temporary diversion for four wheel drive emergency vehicles.</p>
Dores & Essich CC	11 th June 2012 by post	No response received		
Strathnairn CC	11 th June 2012 by post	14 th Sept by phone	<ul style="list-style-type: none"> Concern expressed that closures of the A82 at Loch Ness for harvesting would result in increased traffic on the B851 through villages on South Loch Ness. 	<ul style="list-style-type: none"> No closures of the A82 along Loch Ness side are currently being planned. However future harvesting operations in this area will mean a requirement for traffic management but we will liaise with Transport Scotland, local communities and others at an early stage during the planning of this.
Caol Regeneration Company	11 th June 2012 by email	No response received		

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<p>A82 Partnership</p>	<p>11th June 2012 by email</p>	<p>17th July 2012</p>	<ul style="list-style-type: none"> • Minimising negative impact on traffic flows on the A82 should be added to the project objectives. • Areas where historically weather events have impacting adversely on A82 traffic flows should be prioritised. • FCS should place more emphasis on consulting people rather than informing them. • Ensuring that traffic 	<ul style="list-style-type: none"> • Seeking to minimise negative impact to the A82 corridor is recognised within the A82 Project objectives and this is further emphasised within the Strategy guiding principles with the statement “seek to minimise disruption to the A82 road users”. • The operational plan is structured to allow our teams to develop and consolidate skills by moving to progressively more difficult sites but we are mindful of the need to work areas where problems have already occurred or where problems might occur in the future. Glen Righ is a current example of that and we also intend to remove windblown trees from alongside the A82 at Loch Lochy which was subjected to serious damage during the storms of Dec 2011. • We value the views of local people and although the formal consultation has ended local people will have the opportunity to discuss and offer comment on the Strategy proposals during the local “drop in” meetings we plan to hold over Oct and Nov 2012.
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			<p>management will be used as a last resort after reviewing all other operational possibilities.</p> <ul style="list-style-type: none"> Ensuring that traffic management will be used only during periods when operations are taking place and that it is used efficiently. Removing traffic management at night and at weekends. Ensuring that traffic management will be removed during special 	<ul style="list-style-type: none"> Traffic management is essential to ensure the safety of both the public and that of the people carrying out the work but it won't be used unless absolute necessary. We have had traffic management in place Monday - Friday 24hrs a day to ensure we can work every available working hour. Setting it up and taking it down combined with the moving of plant and equipment takes time - if we had to do this every morning and evening we would lose daylight hours when we could be working on the hill; this would mean the whole operation takes longer. It is also worth noting that some operations may be high up on the hillside and might not be obvious to traffic on the road below, however, the risk to users of the A82 will be the same. Most of the operations to date have been carried out without the need for overnight or weekend traffic management there may be a need to consider this at some point in the future. We liaise closely with both Transport Scotland and the Police and will always remove traffic management
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			<p>events or periods of very high traffic flow.</p> <ul style="list-style-type: none"> Measuring the financial impact of traffic management on the economy and the community. Ensuring no traffic management during the months of June through to September. 	<p>when asked by them to do so for either special events or if emergency situations arise.</p> <ul style="list-style-type: none"> Economic studies can be extremely expensive to undertake and there are a great many variables which would create uncertainty over the results. However the cost of the forestry operations has been given a great deal of consideration and the approach proposed is the best value for money in terms of safely removing the risk that the mature trees pose to the road. The harvesting operations are undertaken at cost to the taxpayer and the Forestry Commission takes its obligation to find the lowest cost solution very seriously. Unplanned road closures, which are a likely result of not doing the work, would be far more disruptive and have a greater impact on businesses and local communities. We recognise that during the months of July and August that daytime traffic levels are high so at this stage do not envisage the need for traffic management during normal working
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			<ul style="list-style-type: none"> • Ensuring that where traffic management is required night time working will be considered. • Where possible publishing details of works impacting on traffic flows on the A82 one to two years in advance. • Confirmation is required that any new plantings will not give rise to the same issues in the future. • Consideration must be given to specific community benefits to 	<p>hours during these two months.</p> <ul style="list-style-type: none"> • We may consider night time working but many of our operations cannot be undertaken safely during this time. • We will be able to give an outline plan of operations affecting the A82 over both the short and longer term. These plans may change depending on other factors but we aim to keep local communities and business updated on our planned works well in advance of them starting. Currently we agree more detailed plans with Transport Scotland 3 months in advance of actual operations. • We do not intend to create a problem for the future so some areas will not be replanted with conifers. Areas not planted with conifers will be replanted with broadleaved trees or may be allowed to regenerate with native broadleaves (like Birch and Hazel) which over the longer term will help stabilise the steep slopes. • Consideration is being given to improving sections of the Great Glen Way as part of the works. This would
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			<p>offset the financial loss and inconvenience to the economy of the area and to the communities affected.</p> <ul style="list-style-type: none"> Innovative solutions to eliminate / reduce traffic management schemes should be considered. 	<p>provide long term improvements and benefits, would be a better solution to temporary diversions and also help offset community inconvenience over the longer term. However the work is being undertaken to ensure the long term accessibility of the A82 road. Without the work, storm events, may create more unpredictable full road closures.</p> <ul style="list-style-type: none"> We are looking at innovative solutions; see Transport Scotland comments above.
Fort William Chamber of Commerce	11 th June 2012 by email	No response received		
Acharacle CC	14 th June 2012 by post	No response received		
Ardgour CC	14 th June 2012 by post	No response received		
Duror & Kentallen CC	14 th June 2012 by post	No response received		
Glencoe & Glen Etive CC	14 th June 2012 by post	No response received		
Kinlochleven CC	14 th June 2012 by post	No response received		

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Morvern CC	14 th June 2012 by post	No response received		
Sunart CC	14 th June 2012 by post	No response received		
Western Ardnamurchan CC	14 th June 2012 by post	No response received		
Arisaig CC	14 th June 2012 by post	No response received		
Glenfinnan CC	14 th June 2012 by post	No response received		
Kilmallie CC	14 th June 2012 by post	No response received		
Mallaig CC	14 th June 2012 by post	No response received		
Morar CC	14 th June 2012 by post	No response received		
Small Isles CC	14 th June 2012 by post	No response received		
Outdoor Capital of the UK	21 st June 2012 by email	No response received		

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