

Agenda Item	<b>9</b>
Report No	<b>BSAC/12/20</b>

## HIGHLAND COUNCIL

**Committee:** Badenoch and Strathspey Area Committee

**Date:** 10 November 2020

**Report Title:** West Highland and Islands Amended Core Paths Plan Review

**Report By:** Executive Chief Officer Infrastructure and Environment

### 1. Purpose/Executive Summary

- 1.1 The purpose of this report is to present the results of the consultation on the Amended Core Paths Plan for the Badenoch and Strathspey area covered by the West Highlands and Islands Core Paths Plan Review and to recommend the Committee approve an Amended Core Paths Plan.

### 2. Recommendations

- 2.1 That Members approve an Amended Core Paths Plan for the Badenoch and Strathspey area of the West Highland and Islands Core Paths Plan Review with one outstanding objection to one proposed core path.

### 3. Implications

- 3.1 Resource – Advertisement of the formal consultation, notifying landowners and respondents, adoption notice and publication of the modified amended core paths plan are statutory duties and will incur costs and staff resource to the Council. Further staff costs and time will be come from the resulting Public Local Inquiry. The Council has agreed to signpost core paths at an average cost of £200 per path. Supporting the recommendation in this report will cost in the region of £200.
- 3.2 Legal - The Highland Council has a statutory duty to produce a core paths plan sufficient for the purpose of giving the public reasonable access throughout their area. The Plan must be reviewed and amended at such times as appropriate, a period of between 5 and 10 years is deemed appropriate.
- 3.3 Community (Equality, Poverty and Rural) - Improvement and promotion of Core Paths increases community connectivity, encourages healthy lifestyles and are available to all users equally.

- 3.4 Climate Change/Carbon Clever - Improvement and promotion of Core Paths can contribute to reduced car usage.
- 3.5 Risk – Risk to The Highland Council is minimal. Scottish Ministers will decide whether to direct the Council to adopt the plan where there are outstanding objections or they may cause a Public Local Inquiry to be called at their cost. The existing Core Paths Plan remains in place and used to promote and protect the public's access rights.
- 3.6 Gaelic: Where installed, signs to direct users to core paths will be bilingual subject to consultation with Community Councils.

#### 4. **Introduction**

- 4.1 The development of a Core Paths Plan is one of The Highland Council's duties under the Land Reform (Scotland) Act 2003 [the Act]. The existing plan was adopted by the full Council in September 2011.
- 4.2 A review and amendment of the Core Paths Plan is to be undertaken by the local authority when considered appropriate or when directed to by the Scottish Government. Following an informal review for the West Highlands and Islands area in 2016 the Council began a formal consultation on an Amended Core Paths Plan for the area between July and October 2019.
- 4.3 In this case the Highland Council is responsible for producing and reviewing a Core Paths Plan outside the area covered by the Cairngorms National Park Authority which has its own Core Paths Plan. Historically the Laggan and Dalwhinnie areas have come under the umbrella of the Lochaber Core Paths Plan which is now part of the West Highlands and Islands.
- 4.4 The Draft Amended Core Paths Plan for the West Highlands and Islands was approved by the Lochaber Local Access Forum [LAF], a statutory consultee. Members may recall having been consulted by email in June 2019 prior to formal public consultation.
- 4.5 That formal public consultation ran between July and October 2019. Of the 5 proposed changes in Badenoch and Strathspey we received 7 responses; 4 in support, 2 neutral and 1 objection [**Annex 1 – Consultation Responses**].
- 4.6 In total 87 people responded directly to the consultation commenting on 53 routes. Of those 57 were supportive, 20 neutral and 18 were objections to 12 routes.

#### 5. **The Amended Core Paths Plan**

- 5.1 The Badenoch and Strathspey proposal that the paths and forest roads in Caochan Woods, Dalwhinnie be core paths [BS04.02C on **Annex 2 – BS04b Dalwhinnie\_R**] drew an objection from the Factor representing the landowners - Ben Alder Estate.
- 5.2 The same proposal drew support from Cairngorms National Park Authority.
- 5.3 When asked for a recommendation on how to treat this objection in December 2019 the LAF asked for more detail and that it be consulted at a later date with that information.
- 5.4 In August 2020 the LAF was consulted by email. There were 2 responses; 1 member supported the proposal while another did not.

- 5.5 These paths and tracks were recommended as core paths because they are part of the Dalwhinnie Trails network, extend the community path network, provide circular walks, access to the hills and to viewpoints.
- 5.6 The Estate objects because it feels the proposal will attract more walkers to an area scheduled for extensive forestry operations, there is no parking at the junction with the A889, the new forest road has raised and steep sides and is to be heavily used for timber extraction. It believes fences approved by Scottish Forestry will conflict with the proposed route and that the proposed line is incorrect at one point. A member of the Lochaber LAF felt that the proposal simply highlighted the available routes rather than the most important ones through and beyond the property and that core paths present an operational and maintenance burden for the estate.
- 5.7 In response many of the paths are part of the existing signposted Dalwhinnie Trails network, alternative car parks are promoted as part of that network while some of the forest roads are more attractive accessible and durable than the existing paths. A minor change in the line of the route from **Annex 3 – BS04b Dalwhinnie\_O** is now reflected in **Annex 2 – BS04b Dalwhinnie\_R** albeit that conflict may still arise because kissing gates along the new forest roads do not meet Scottish Forestry’s standards or the UK Forestry Standard where forests should be accessible to walkers, cyclists and horse riders. That forest roads are used for extraction is no justification for excluding them from consideration as core paths.
- 5.8 More detailed consideration of these points can be found in **Annex 4 – Objection**.
- 5.9 The recommendation is that this proposal should be taken forward unaltered as an outstanding objection to be dealt with by the Scottish Government at a Public Local Inquiry. Members are asked to support this recommendation.
- 5.10 In early 2021 members of the Lochaber Area Committee will be asked to approve a Plan with outstanding objections for their area of the West Highlands & Islands Core Path Plan. They will also be asked to approve draft modifications to this plan for another round of public consultation before being submitted to the Scottish Government. This follows consideration given by the Skye & Raasay and Wester Ross, Strathpeffer & Lochalsh Area committees of their corresponding areas.

Designation: Executive Chief Officer, Environment and Infrastructure

Date: 14 October 2020

Authors: Stewart Eastaugh, Access Officer, Inverness, Lochaber and Nairn.

Background Papers:

Annex 1 – Consultation Responses

Annex 2 – BS04b Dalwhinnie\_R

Annex 3 – BS04b Dalwhinnie\_O

Annex 4 - Objection

Annex 5 – Site Visit Map

Annex 6 - Signpost

Annex 7 – Kissing Gate

Annex 8 – Cattle Grid and Kissing Gate

Annex 9 – BS04a Dalwhinnie

Annex 10 – BS09 Laggan

## APPENDIX 1 – CONSULTATION RESPONSES

### THE HIGHLAND COUNCIL AMENDED CORE PATHS PLAN (WEST HIGHLAND AND ISLANDS) 2019

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
BS04a		General	20/08/2019	Neutral	Community Council	<ol style="list-style-type: none"> <li>1. Thanks for this: we appreciate the opportunity to comment.</li> <li>2. I'll circulate the local community with details of what's proposed</li> </ol>
BS04a	BS04.03 C  BS04.02 C	Loch Pattack to Tor nan Damh  Access to Caochan Woods	20/09/2019	Support	Cairngorms National Park Authority	<ol style="list-style-type: none"> <li>1. Having reviewed the proposals I am delighted to see improved links with the core paths network in the Cairngorms National Park.</li> <li>2. The additional core paths around Dalwhinnie tie in well with what the community promotes in the paths leaflet.</li> <li>3. The link between Loch Ericht and the core path up the river Pattack is also very welcome maintaining access to an area popular for hill walking and mountain biking.</li> <li>4. Let me know if you would like any further comment.</li> </ol>
BS04a	BS04.01 E	Dalwhinnie to Ben Alder Cottage	117	Neutral	Agent	<ol style="list-style-type: none"> <li>1. This path is already heavily used by hill walkers and mountain bikers.</li> <li>2. Ben Alder Estate spends between £35,000 to £40,000 on mountain footpath maintenance for the benefit of both Estate stalking parties (including ponies) as well as for other users.</li> <li>3. In recent years the levels of damage to these paths caused by the irresponsible behaviour by some mountain bikers has been increasing coupled with an increasingly aggressive attitudes when asked to reduce their speed and to refrain from skidding turns and hard braking. This has been commented upon by both estate staff and other walkers on the Estate.</li> <li>4. The advent of electric bikes, and particularly electric trials bikes will further compound this problem, with the increase in the volume of users.</li> <li>5. Signage is being considered to highlight the need to respect not only the fragile nature of the path infrastructure in high mountain environments, but also the responsibility to take access in a responsible way to minimise the risk of damage, and for the need to respect the rights of other users, and to point out the consequences of inappropriate behaviour on the path network.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						6. It would be helpful if an agreed wording could be standardised to provide a clear unified message throughout the highlands, including national parks and landholdings in both public and private ownership.
BS04a	BS04.01 E	Dalwhinnie to Ben Alder Cottage	06/08/2019	Support	Perth and Kinross Council	1. These connections are welcomed by PKC.
BS04a BS09	BS04.01 E  BS04.03 C  BS09.01 C  LO21.06 C	Dalwhinnie to Ben Alder Cottage  Loch Pattack to Tor nan Damh  Corrieyairack Pass  Glen Roy to Melgarve via Brae Roy	29/08/2019	Support	Community Council	1. The Laggan Community Council discussed the amended plans and were fully supportive of the revised Core Paths plan for the West Highland and Islands area.. 2. Indeed we may well propose others in due course once our new Community Council is elected from November this year.. 3. I have found it a bit difficult to record our supportive comments via the consultation portal despite registering.so I hope this note of support will suffice..
BS04b	BS04.02 C	Access to Caochan Woods	119	Object	Agent	1. The proposal to extend the core path along the line of BS04C and the un-numbered route leading to An Tochait will attract more walkers into this area of the Estate where there are intensive ongoing forestry operations. 2. Furthermore, at the start of the existing core path on the junction with the A889 there are no car parking facilities. 3. The newly constructed forestry road leading to the lochside near An Tochait is a raised track through areas of very wet ground with steep sides and drainage ditches on each side. 4. This route will be used for timber extraction for the next 10 years as part of the ongoing estate forestry plan to replace the commercial conifer plantations along Loch Ericht with native broadleaves and Scots Pine. 5. The track will be in heavy use from 2020 through the felling season - March to November - and use by walkers and bikes will pose a significant health and safety conflict with timber lorries.

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>6. On a point of detail, the line on the plan is incorrect as it does not follow the new road and the junction of the new road with BS04.01E is not at the point indicated.</p> <p>Forestry fences, as approved by Scottish Forestry, have already been erected, and will conflict with your proposed route.</p>
BS04b	BS04.02 C	Access to Caochan Woods	20/09/2019	Support	Cairngorms National Park Authority	<ol style="list-style-type: none"> <li>1. Thanks you for altering and consulting us on changes to the Highland Councils Core Paths Plan. Having reviewed the proposals I am delighted to see improved links with the core paths network in the Cairngorms National Park.</li> <li>2. The additional core paths around Dalwhinnie tie in well with what the community promotes in the paths leaflet.</li> <li>3. The link between Loch Ericht and the core path up the river Pattack is also very welcome maintaining access to an area popular for hill walking and mountain biking.</li> </ol>
	BS04.03 C	Loch Pattack to Tor nan Damh				
		General	09/08/2019	Neutral	MoP	<ol style="list-style-type: none"> <li>1. I support all the new core paths and will formally respond.</li> <li>2. I am very concerned at locked gates/deer fences and other obstructions to long existing RoW and hill routes.</li> <li>3. With less stock on the hills some are also becoming overgrown.</li> <li>4. These need to be kept open whilst respecting stalking,gathering and forestry felling.</li> <li>5. I am starting a list of the hill routes I have walked, sometimes regularly, over the past 50 years in West Lochaber.</li> <li>6. Although not part of the current core paths exercise I would want to see these discussed at an access forum and recorded by the HC and the SROW.</li> </ol>
LO01a	LO01.15 C	Dalelia Shore Walk	21	Support	MoP	Useful historical track
LO01a	LO01.15 C	Dalelia Shore Walk	56	Support	MoP	Frequently used walkers track
LO01a	LO01.16 C	Glen Moidart to Dalelia	21	Support	MoP	Useful historical track
LO01a	LO01.16 C	Glen Moidart to Dalelia	56	Support	MoP	Frequently used track also giving access to adjacent hillside

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO01b	LO01.17 C	Acharacle Village Link Path	82	Support	Community Council	<ol style="list-style-type: none"> <li>1. Used on a daily basis</li> <li>2. CC refurbished footbridge</li> <li>3. Does not want to see it's use discontinued or impaired in any way</li> </ol>
LO01b	LO01.17 C	Acharacle Village Link Path	103	Support	MoP	A useful village path
LO01c	LO01.18 C	Sailean nan Cuileag (The Bay of Flies)	39	Support	Landowner	Valuable resource for locals and visitors
LO01c	LO01.18 C	Sailean nan Cuileag (The Bay of Flies)	104	Support	MoP	Useful walk created by FCS
LO02	LO05.09 E	NCN 78	105	Support	MoP	<ol style="list-style-type: none"> <li>1. Walked these several times.</li> <li>2. Important for circular and long distance route</li> </ol>
LO02	LO05.09 E	NCN 78	132	Support	MoP	No comment
LO02	LO02.01 E	Great Glen Way	40	Support	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Great Glen Way and sustrans route</li> <li>2. access maintained over tourist season</li> <li>3. any planned works taking place in quieter periods.</li> </ol>
LO02	LO02.01 E	Great Glen Way	105	Support	MoP	<ol style="list-style-type: none"> <li>1. Walked these several times.</li> <li>2. Important for circular and long distance route</li> </ol>
LO02	LO02.01 E	Great Glen Way	18/10/2019	Object	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Agency works closely with the Great Glen Way to minimise any disruption to this route</li> <li>2. targeting work outside the tourist season.</li> <li>3. Closure is required for forest operations in this area due to high risk from the steep ground working on the slopes above and for sections</li> <li>4. there is no viable alternative route.</li> <li>5. We are concerned that by making this a core path it adds a further and unnecessary layer of complexity to management of the route and forest operations.</li> </ol>
LO04a	LO04.05 c	Arisaig to Druimindarroch	106	Support	MoP	A very useful and interesting walk
LO05a	LO05.12 C	Ballachulish to Duror path	41	Neutral	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Support in principle as linking villages on historic route, but</li> <li>2. short section in Duror forest has no viable diversion so FLS will be unable to maintain access during forest operations.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO05a	LO05.05 C	West Laroch to Albert Road via Croft Road	63	Neutral	Landowner	<ol style="list-style-type: none"> <li>1. The referenced "candidate" core path is acknowledged as a route of irregular use between the subject roads.</li> <li>2. However, it is subject to flooding at its lowest point during periods of heavy &amp; prolonged rain, and might well be a personal hazard during those times.</li> <li>3. In recent years, dog fouling has also been an issue in this location, which would also present its own exposures.</li> <li>4. This has been reported to community representatives many times, although nothing appears to have been done to remedy this problem.</li> <li>5. The land on which this path lies is privately owned; although, the path itself will be kept free from obstruction.</li> <li>6. A proposal to transfer ownership of the said land into community ownership has now lapsed.</li> </ol>
LO05a	LO05.05 C	West Laroch to Albert Road via Croft Road	09/08/2019		Community Council	<ol style="list-style-type: none"> <li>1. There are two paths across the Croft Field one at the MacColl Terrace end and the other across the Croft from Croft Road the latter being the most used path by the community. The top path does get used by a number of people regularly.</li> <li>2. I hope be obliged if both path ways are included in the Core Path Plans as they are both used for access across the Croft.</li> </ol>
LO05b	LO05.07	Glen Duror 4 Mile Walk	11/08/2019	Neutral	Community Council	<ol style="list-style-type: none"> <li>1. The only matter that I can see worthy of comment for our area is that the Duror path assumes a footbridge in the forest which no longer exists.</li> <li>2. It was damaged in a flood a number of years ago and has not been replaced.</li> <li>3. The community were naturally enthusiastic about your suggestion in your Consultation Response dated 6 August 2018 regarding the proposed Hydro Scheme and restated in your Consultation Response dated 27 November 2018 that as an enhancement to provide public benefit from the scheme that the bridge over the River Duror be reinstated but whether this ever materialises remains to be seen.</li> <li>4. In any event that Core Path cannot be used in its entirety, or as a 'circular' route because of the lack of the footbridge.</li> </ol>
LO07a	LO07.01 E	Braveheart Car Park All Abilities Path	42	Neutral	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. proposed path near Braveheart seems pointlessly short with no real benefit to community, but</li> <li>2. access will be maintained unless circumstances change</li> </ol>



Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO07a	LO07.18 E	Puggy Line path to Inverlochy	143	Object	Network Rail	<ol style="list-style-type: none"> <li>1. I refer to the above and enclose herewith Network Rail's objection to the proposed Puggy Line path to Inverlochy (LO0.18E) core path where it crosses the railway over a bridge (OB 310/339A).</li> <li>2. Liability and ownership issues</li> <li>3. The bridge over the railway that is proposed to be part of the core path route (overbridge OB 310/339A) appears to be part of a former mineral railway line which does not appear on the available OS sheets until 1938 and is subsequently shown as dismantled by 1975.</li> <li>4. It should be noted that Network Rail does not own and has no responsibility for the former line and bridge structure except to maintain the safety of the operational railway line below it.</li> <li>5. However, the proposal to designate this structure over the railway as a part of a core path raises issues that relate to maintaining the safety of the operational railway which is why Network Rail are objecting to the proposed amended core path plan in this location.</li> <li>6. Site Specific Safety Objections</li> <li>7. As indicated above, while Network Rail do not own the bridge and are not responsible for its maintenance, it does cross over the operational railway and Network Rail have a responsibility to maintain the safety of the operational railway line. Network Rail have concerns that the parapets of this bridge are climbable and are not up to the safety standard that would be expected for a bridge over the operational railway line that the general public are being encouraged to use.</li> <li>8. The Council is required to have statutory regard, when reviewing the core path plan, to consider the desirability of encouraging people to use the core path.</li> <li>9. Any increase in public use of the bridge in its current condition raises the likelihood of potential misuse or incident.</li> <li>10. This consequently has the potential to have adverse impacts on the safety and performance of the railway.</li> <li>11. Impact on Network Rail</li> <li>12. Network Rail was reclassified as an arm's length body of the Department for Transport in 2014 and must comply with the requirements of managing public money and value for money in the discharge of our operations.</li> <li>13. In addition, Network Rail must also comply with the terms of our Network Licence which is regulated by our independent economic and safety regulator, the Office of Road and Rail.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>14. The Council must also have regard to the public sector funding requirements and cannot impose or transfer a burden onto another public body such as Network Rail.</p> <p>15. Given this, we would need to be assured, in respect of 'Managing Public Money' that including this structure in a Core Path Plan will not result in the Council placing a burden on another public body.</p> <p>16. Conclusion</p> <p>17. Network Rail wants to work in partnership with Local Authorities where possible to support the delivery of our respective statutory obligations.</p> <p>18. It will be understood that Network Rail has statutory duties to ensure the safety of users of the railway and, among other things, this requires us where appropriate to constructively challenging decisions which could adversely impact safety.</p> <p>19. Having carefully considered matters, Network Rail (having regard to its statutory duties), is of the view that it must object to the creation of a Core Path over the railway in this location for the reasons explained above.</p> <p>20. As stated in the consultation documentation the aims of the review of the Core Paths Plan is to improve connectivity of the current plan by utilising existing routes and to ensure that current routes can be used, at a minimum standard of pedestrian use without significant impediment, by the general public.</p> <p>21. As well as the sufficiency of network the council is required to have a statutory regard to the following points when reviewing the core path plan:</p> <p>22. the likelihood that persons exercising rights of way and access rights will do so by using core paths;</p> <p>23. the desirability of encouraging such persons to use core paths; and the need to balance the exercise of those rights and the interests of the owner of the land in respect of which those rights are exercisable</p> <p>24. This structure was not designed for public access and without alteration and ongoing maintenance of the parapets to ensure they are safe is unsuitable for the purpose.</p> <p>25. This is because the structure is located over the operational railway and is not of an appropriate safety standard to encourage the public to use the bridge as part of a core path route.</p> <p>26. The proposed creation of a core path in this location is likely to result in a significant change in the use of the bridge.</p>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>27. It is not desirable to encourage this change in use as it brings with it an increase in safety risk and is incompatible with our statutory purpose - to run a safe and efficient railway network.</p> <p>28. It also creates a new safety and financial risk to Network Rail which is inconsistent with the requirement of public policy and funding of public bodies.</p> <p>29. We would respectful request that the route of this proposed core path is either further amended to avoid crossing this bridge or else this section of the route is removed from the proposed core path plan.</p> <p>A further option is for the Council or current owner of the bridge to alter and thereafter maintain the bridge (including the parapets) to an appropriate safety standard.</p>
LO07a	LO07.38 C	A82 to Lundavra Road via Charles Kennedy Building	06/08/2019	Neutral	The Highland Council	<ol style="list-style-type: none"> <li>1. I have touched base with the RPO for the Charles Kennedy building who is also the Senior Ward Manager. I trust you may take on board the comments in relation to the name.</li> <li>2. Background</li> <li>3. The office hub (Charles Kennedy / Alexander Ross House) was the former primary and secondary school in Fort William ...and I expect the path was for sound pedestrian passage for the pupils etc.</li> <li>4. The path did not enter the fenced in school grounds but the adjacent lane to the West. The area to which the paths passes is not fully owned by THC.</li> </ol>
LO07b	LO07.39 C	Ben Nevis Tourist Path	10	Neutral	Nevis Landscape Partnership	<ol style="list-style-type: none"> <li>1. This is an important and well used path with over 160,000 local and visiting users in 2018.</li> <li>2. It takes users up Britain's highest mountain and is a key economic driver for the area.</li> <li>3. Over the last 4 years we have undertaken a major £900,000 project to repair the lower Ben Nevis path to make it safer for users and to control erosion of the fragile mountain habitat.</li> <li>4. We would request the name of the path be changed from Ben Nevis Tourist Path to Ben Nevis Mountain Path.</li> <li>5. The use of the word 'Tourist' implies this is an easy walk and belies the serious undertaking that summiting Ben Nevis is.</li> <li>6. In partnership with local organisations we have produced a safety leaflet aiming to inform visitors on how to prepare for a safe and enjoyable walk up Ben Nevis.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO07b	LO07.39 C	Ben Nevis Tourist Path	08/08/2019	Neutral	Nevis Landscape Partnership	<ol style="list-style-type: none"> <li>1. Good to see Ben Nevis included in the core path plan.</li> <li>2. I have used the comment facility on the consultation document to request one small change, that the name of the path be changed from Ben Nevis Tourist Path to Ben Nevis Mountain Path.</li> <li>3. People are essentially going up a mountain and the work 'Tourist' implies that this is an easy walk and belies the undertaking that going up a mountain is.</li> <li>4. Locally we have produced the attached leaflet that aims to help people prepare for a safe and enjoyable walk up Ben Nevis.</li> </ol> <p><a href="#"><u>BEN NEVIS Safety 2018.pdf</u></a></p>
LO07b	LO07.39 C	Ben Nevis Tourist Path	19/08/2019	Neutral	Community Council	<ol style="list-style-type: none"> <li>1. Can I add that in consultation with John Muir Trust and the Nevis Partnership on the Ben Nevis Mountain Path</li> </ol>
LO07b	LO07.39 C	Ben Nevis Tourist Path	30/08/2019	Neutral	John Muir Trust	<ol style="list-style-type: none"> <li>1. The proposed core path route takes the uppermost zigzag on the summit of Ben Nevis.</li> <li>2. In 2009 it was discussed between the Nevis Partnership, the Mountaineering Council of Scotland, Lochaber Mountain Rescue Team and John Muir Trust that inexperienced walkers descending from the summit using the top 'zig zag' (especially in spring snow conditions when the path is covered) can easily miss the corner and often end up in difficulties descending into 5 finger gully.</li> <li>3. It was agreed to recommend the 'straight' route on the summit which follows the recommended safest compass bearing to follow when snow covers the path.</li> <li>4. Subsequently all navigation cairns were rebuilt to follow this line.</li> <li>5. John Muir Trust have obscured the final zig zag path where it meets the 'straight' line and nearly all walkers use this line.</li> <li>6. I have included a map which highlights the proposed core path in purple and our suggestion for short alternative 'straight line section' on the summit line in green from NN15717138 to NN16197127.</li> <li>7. We suggest you amend this in the final core path plan.</li> <li>8. We also recommend changing the name of the path.</li> <li>9. The same organisations felt that the name 'tourist path' indicated it was easier and less potentially dangerous than it can be and we have worked hard to ensure all local/relevant publications call this the 'Ben</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>Nevis Mountain Path' and we recommend the core path network does the same.</p> <p><u><a href="#">Alison Austin JMT LO07.39C\Core Path consultation JMT Response Map.pdf</a></u></p>
LO07b	LO07.48 C	West Highland Way to Dun Deardil	43	Support	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Well maintained path to historic monument well used by locals and visitors,</li> <li>2. should not be affected by future works.</li> </ol>
LO07b	LO07.48 C	West Highland Way to Dun Deardil	18/10/2019	Neutral	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. if it is just the short section to the fort we can manage with this as a core path.</li> <li>2. We will need some closure for operations but as it is a short section affected these will only be for a short period.</li> </ol>
LO07c	General		10/08/2019	Object	Community Council	<ol style="list-style-type: none"> <li>1. We would still like to pursue the suggestions made in 2015.</li> <li>2. On the path to the ice house in Corpach I think there was a mistake and it should be the path from the A830 rather than the A82.</li> </ol>
LO07c	General		10/08/2019	Neutral	Community Council	<p>On a related issue, we were in touch back in January about the stile at Muirshearlich that had been removed linking the towpath on the north side of the canal at the Shengain aqueduct (grid ref NN132792) with the B8004. John Stafford at Scottish Canals did put up temporary signage for an alternative route through the gate further NE along the canal. The feedback we have had is that this is not really a satisfactory long-term solution. The alternative route runs close to holiday chalets and so does feel more like walking through someone's garden. The route with the stile was the natural line between the road and the towpath. So we would like to continue to discuss ways to get the stile reinstated (or preferably a gate). This is an important linking route to the core path network.</p>
LO07d	LO07.40 C	Glen Nevis to Luibelt	107	Support	MoP	A very useful and historic through route
LO07c	LO07.44 C	Caledonian Canal	10/08/2019	Neutral	Community Council	<ol style="list-style-type: none"> <li>1. I am a bit confused about LO07.44C since the canal was already a core path. Is the only change to link this to the paths at Gairloch?</li> </ol>
LO07c	LO07.50 C	Errocht to Inverskillavulin	50	Neutral	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Errocht - Inverskillavuiulin - support in principle but may pose management issues during forest ops as section with no possibility to divert - would need closeure occasionally.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO07c	LO07.53 C	A82 to Lairig by Puggy Line	15	Object	Landowner	<ol style="list-style-type: none"> <li>1. The infrastructure that, according to me, is required is missing.</li> <li>2. To cross the river Cour between Forestry Commission land and our land (Killiechonate Woodlands) a bridge would be required. There is a derelict bridge of the former Puggy Line but that structure is unsafe to cross. It is not just a little bit unsafe, it is likely that you would kill yourself. We had an qualified engineer inspect it because we hoped that it could be restored. He however explained that the structure might be eroded to the extend that it may collapse by its own weight.</li> <li>3. In the part on our land several steep gorges must be crossed. This is doable for well trained hikers. Still I believe that the condition of the path is not sufficient to qualify as a core path.</li> <li>4. Walkers could be redirected to another bridge but that would mean a substantial detour and that is not what is shown on this map</li> </ol>
LO07c	LO23.01 E	Network of paths in Leanachan Forest	50		Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. Additional comment on LO23.01E - near Leanachan croft - proposed core path mirrors exisiting core path from cour path into leanachan - so</li> <li>2. doesnt seem toi acheive much but cuts down Forestry and Land Scotland management options during forest operations.</li> </ol>
LO07d	LO07.40 C	Glen Nevis to Luibelt	107	Support	MoP	A very useful and historic through route
LO07e	LO07.27 C/D	Chapmans Wood	49	Support	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. support inclusion of new path / deletion of old path as</li> <li>2. our resources will be focused on new path / old path will not be maintained over time.</li> </ol>
LO07e	LO07.27 C	Chapmans Wood	18/10/2019	Support	Forestry and Land Scotland	<ol style="list-style-type: none"> <li>1. If the proposal is to delete core path on the older section of path and replace with the new path section then this is our preferred option</li> </ol>
LO07e	LO07.49 C	A82 to Puggy Line by Distillery	173	Object	Ben Nevis Distillery	<ol style="list-style-type: none"> <li>1. Ben Nevis Distillery (Fort William) Ltd (the "Distillery") objects to the creation of Core Path LO07.49C (A82 to Puggy Line by Distillery) on the grounds of</li> <li>2. (1) Health &amp; Safety,</li> <li>3. (2) Security and</li> <li>4. (3) Business.</li> <li>5. The proposed path runs alongside the yard of the Distillery.</li> <li>6. The yard of the Distillery is an active work site.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>7. Industrial vehicles are often in use in the yard to carry out large-scale trade operations, posing a danger to any path user should they come into contact with the vehicles.</p> <p>8. The yard is populated during working hours by Distillery employees who carry out intensive physical efforts whilst moving casks and operating vehicles.</p> <p>9. It would be a danger to the employees and path users alike to have cross-over between the two.</p> <p>10. Moreover, the yard is used to store empty casks which could likewise pose a health risk to anyone entering the yard through the proposed path, should the casks fall or be moved by unauthorised persons.</p> <p>11. It is in the best interests of the employees of the Distillery, as well as the general public, to avoid the Health &amp; Safety risks associated with the proposed core path.</p> <p>12. Public access to the path near the yard area would pose a Security risk to the Distillery.</p> <p>13. Gates and doors to the Distillery's yard are occasionally left open in order to allow vehicles and employees to access the yard for fundamental business purposes.</p> <p>14. The Security risk this poses to the Distillery is immense.</p> <p>15. It is not secure for the Distillery to have path users gain access to the yard, nor is it in any way feasible for the Distillery to reform their current mode of business by closing off the yard.</p> <p>16. The creation of the path would cause irreparable damage to the Business of the Distillery by threatening the integrity of its current operations.</p> <p>The creation of the path would unfairly prejudice the Security of the Distillery, the Health &amp; Safety of the employees of the Distillery as well as the general public, and would further unduly disrupt the ordinary running of the Business.</p>
LO07e	LO07.53 C	A82 to Lairig by Puggy Line	44	Support	Forestry and Land Scotland	<p>1. Historic route on puggy line - support.</p> <p>2. However, as a landowner this means we need to maintain access on 3 parallel 3 coths with no options to divert, so</p> <p>3. would prefer deletion of existing core path through middle of Leanachan as in middle of commercial forest and limited recreation value.</p> <p>4. This route will need to be closed to allow forest operations to ensure timber supply to mill at short notice - strategic importance in supporting local economy.</p>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						5. Additionally off FLS land no safe bridge crossing river onto Killichonate land.
LO07f	LO07.40 C	Glen Nevis to Luibelt	19/08/2019	Neutral	Community Council	<p>1. we wish to advise that we support JMT comments on the 'line' of the path on your map. I quote JMT below without the map:</p> <p>Path name Glen Nevis to Luibelt Path Ref. LO07.40c Map Ref LO07f</p> <p>"This proposed core path takes 'high line' between NN20116899 and NN21146907. This path is marked as such on the 1:25000 map but does not exist on the 1:50 000 map of the Harveys Superwalker Map (most recently surveyed on the ground) ( see attached maps which illustrate the point). I have highlighted the proposed line in purple and a suggested amendment between the above grid references in green. The majority of walkers use the line in green at this point and not the proposed section in purple. It the most obvious on the ground and the one that John Muir Trust would endeavour to maintain (within the constraints of available funding). We suggest the core path is amended in this section."</p>
LO07f	LO07.40 C	Glen Nevis to Luibelt	30/08/2019	Neutral	John Muir Trust	<p>1. This proposed core path takes 'high line' between NN20116899 and NN21146907.</p> <p>2. This path is marked as such on the 1:25000 map but does not exist on the 1:50 000 map of the Harveys Superwalker Map (most recently surveyed on the ground) ( see attached maps which illustrate the point).</p> <p>3. I have highlighted the proposed line in purple and a suggested amendment between the above grid references in green.</p> <p>4. The majority of walkers use the line in green at this point and not the proposed section in purple.</p> <p>5. It the most obvious on the ground and the one that John Muir Trust would endeavour to maintain (within the constraints of available funding). We suggest the core path is amended in this section.</p>
LO07f	LO07.52 C	West Highland Way	45	Support	Forestry and Land Scotland	West highland way - key importance to local tourism economy.



Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO07f	LO21.04 C	Lairig Leacach to Creaguaineach Lodge	28/08/2019	Neutral	MoP	<ol style="list-style-type: none"> <li>1. I was interested to see all these routes, many of which I know.</li> <li>2. I walked from Corroul towards Spean Bridge again recently &amp; wondered if there was a minimum standard for a core path other than it being a recognised route - the middle section of that route</li> <li>3. I would describe as intermittent path with boggy patches !</li> <li>4. Lots of good work going on.</li> </ol>
LO07f	LO14.12 C	Kinlochleven to Corriechoille	108, 112	Support	MoP	An important historic RoW
LO08	LO08.01 C	Acharacle to Glenborrodale/Laga				<b>Refer to Appendix 8 and 9</b>
LO09a	LO09.12 C	Kingshouse to Rannoch Station	06/08/2019	Support	Perth and Kinross Council	<ol style="list-style-type: none"> <li>1. Thanks that is good to know and see on your mapping.</li> <li>2. These connections are welcomed by PKC.</li> </ol>
LO09b	LO09.10 E	Glencoe Orbital	23	Support	MoP	<ol style="list-style-type: none"> <li>5. The path as proposed is welcomed as it recognises the establishment of the Glencoe Orbital Path.</li> <li>6. Adding the section along the A82 is also welcome, and will presumably make more sense when the proposed 'missing link' of the Orbital Path is constructed.</li> </ol>
LO09b	LO09.10 E	Glencoe orbital	133	Support	MoP	No comment
LO10	LO10.08 C	Callop to Inverscaddle Bay		Support	MoP	<ol style="list-style-type: none"> <li>1. Historic RoW used for millennia when a substantial native population lived in this area.</li> <li>2. I have regularly walked this over the past 50 year</li> </ol>
LO10	LO10.08 C	Callop to Inverscaddle Bay		Support	MoP	None
LO10	LO10.08 C	Callop to Inverscaddle Bay		Object	Landowner	<ol style="list-style-type: none"> <li>1. Not provided a specific route plan to the Landowner for review and therefore it is not possible for the Landowner to confirm if the suggested route will encroach on the private gardens and grounds of Conaglen House and the adjacent staff cottages.</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<ol style="list-style-type: none"> <li data-bbox="1211 204 2190 268">2. The plan included on your “West Highlands and Islands Core Paths Plan” is not of a sufficient scale to assess the proposed route adequately.</li> <li data-bbox="1211 272 2190 437">3. Comments reiterate our position in relation to the suggested designation of this route as a Core Path by the Highland Council, which we communicated about via e-mail around 17<sup>th</sup> July 2017, and in which communications we previously formally objected to the inclusion of the route’s designation as a New Core Path.</li> <li data-bbox="1211 442 2190 708">4. I refer to the Scottish Gov web page, <a href="http://www.gov.scot/Topics/Environment/Countryside/16328/5612/core-paths">http://www.gov.scot/Topics/Environment/Countryside/16328/5612/core-paths</a> , which states; “Core paths must cater for everyone, including those with disabilities. In drawing up their core paths plans, access authorities must consider people who seek to exercise their access rights and consult on their plan with the local access forum and local communities. If access authorities wish to review their core paths plan at a later date, they must hold a further consultation.</li> <li data-bbox="1211 713 2190 979">5. We note the wording used in The Highland Council’s “West Highlands and Islands Core Paths Plan” web page is different to the Scottish Government’s guidance and states “Core paths aim to satisfy the basic needs of local people and visitors for general access and recreation and will provide links to the wider path network throughout the Highland region. These core paths comprise a mixture of existing paths with some new paths close to where people live or visit and can range from routes worn into natural ground to high specification constructed paths.”</li> <li data-bbox="1211 984 2190 1251">6. In July 2017 you confirmed, “These remote routes are not the sort that are mentioned at drop in events or responses from Community Councils where discussion of access is more local in nature. To respond therefore to this request, the access team, with the help of the Highland Council Countryside Ranger Service have looked at the longer routes, mainly, but not all, existing Rights of Way and identified which, in their opinion, would be suitable additions to the Core Path Plan.”</li> <li data-bbox="1211 1287 2190 1487">7. As such in July 2017 we were satisfied that you confirmed that there was in fact no local public demand for the designation of a new long-distance Core Path in this location. Without public demand it would appear totally unnecessary for the Highland Council to simply designate Core Paths in locations where access has never been restricted to the public; simply because the Highland Council’s Access</li> </ol>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>Team feels that it is there given remit to do so. These newly suggested long-distance Core Paths could never satisfy the Scottish Governments requirement that <u>“Core paths must cater for everyone, including those with disabilities”</u> and as such we see no reason why the Callop to Inverscaddle Bay route should be designated as Core Path, when it is already freely used by hardened hillwalkers.</p> <p>8. As the landowner we confirm that we do not believe that any demand exists or that any requests from the public have been made to add the route described as Callop to Inverscaddle Bay to the Core Path network. We confirm that the full route is only suitable for hardened hill walkers, which puts the suggestion to include it as a Core Path at odds with the Scottish Governments Core Paths requirements.</p> <p>9. The route is not amongst the most popular paths in the area even for hardened hillwalkers walkers and in the required terms laid out in the Land Reform (Scotland) Act 2003 it is no use at all for general public day walkers, as you can't very well park at one end of the path, then complete the walk and then simply walk back to your car, unless you want to repeat the 21km trek.</p> <p>10. I confirm that there has always been unrestricted public access along this route, which the owners of Conaglen Estate have never attempted to prevent, but we feel there is simply no justification for the Highland Council to attempt to add the route onto the Core Paths Network which simply adds more bureaucracy and paperwork to the route, which is simply not required, as there is no public demand or justification for taking such an action.</p> <p>11. In your letter dated 10<sup>th</sup> July 2019, you provided details of five variation of rights in the Appendix 1, where if the route was added to the Core Paths Network the result is that the Highland Council would have granted themselves unnecessary rights over privately land and we most strongly object too these unjustifiable rights which the Highland Council are attempting to impose without any legal justification to do so.</p> <p>12. We see no reason why the situation regarding this route should vary from other land or routes which are not designated as Core Paths and we strongly feel that designation of this route as a core path is nothing more than a box ticking exercise for the Highland Council in this location.</p> <p>13. As previously stated, we do not object to public access itself, but we do strongly object to the unnecessary imposing of additional legal rights on privately owned land in the manner in which the Highland Council is</p>

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<p>attempting without legal justification to do so. As such there is absolutely no justification as to why the Landowner should accept the Highland Council's unsolicited recommendation in connection with this matter.</p> <p>14. We strongly feel that adding this route to the Core Paths network will bring no benefit; and that that public rights of access work perfectly well at present across our property, without the route being designated as a Core Path.</p> <p>15. The final sentence provided by the Scottish Government on their webpage on this matter states, "Where a valid objection is made and not withdrawn the core paths plan will go to Local Inquiry and will not be adopted unless directed to do so by Scottish Ministers."</p> <p>16. We confirm to that end, that we do not wish to withdraw our previous objection of July 2017 to the inclusion of this route by the Highland Councils suggested Core Path and for absolute clarity I confirm the Landowner wishes to formally object again in relation to your July 2019 letter to any additional paths or routes on our property being unnecessarily added to the Highland Council's Core Path Network list, including the suggested Callop to Inverscaddle Bat route.</p> <p>17. I confirm that at this time we would like to request a copy of all specific public feedback that has been received by the Highland Council following the public consultation in relation to this specifically suggested Core Path.</p>
LO10	LO10.09 C	Glenfinnan to Polloch	35	Support	MoP	Regular use over 20 years
LO10	LO10.09 C	Glenfinnan to Polloch	46 and 18/10/2019	Object	Landowner	<ol style="list-style-type: none"> <li>1. Not be able to maintain access during forest operations,</li> <li>2. No diversions available</li> <li>3. Strategic timber haul route , flows increasing in the future</li> </ol>
LO10	LO10.09 C	Glenfinnan to Polloch	110	Support	MoP	<ol style="list-style-type: none"> <li>1. Historic RoW used for millennia</li> <li>2. Regularly walked over past 50 years</li> </ol>
LO12a	LO12.01 D	Kilchoan Shore Paths (Remove)	99	Object	MoP	<ol style="list-style-type: none"> <li>1. No clear access to Kilchoan Bay shoreline</li> <li>2. Clearly marked entry point signs would improve situation</li> </ol>
LO12b	LO12.08 C	Sanna Path Network Link	38	Support	MoP	Used regularly for 30 years

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO12b	LO12.08 C	Sanna Path Network Link	97	Support	Community Trust	The Community Development Company Action Plan was adopted after a community consultation exercise in 2016 which flagged up the importance for the community of improved access and signage.
LO12b	LO12.08 C	Sanna Path Network Link	101	Support	MoP	This extension to the core path recognises the circular route already used regularly by walkers locally and completes the network of paths between Sanna, Portuairk, Achnaha and the old school house track
LO12b	LO12.08 C	Sanna Path Network Link	111	Support	MoP	Support this as well as all the hill tracks connecting Achosnich School to all the surrounding townships as well as between them. I have walked these many times
LO12b	LO12.08 C	Sanna Path Network Link	166	Support	MoP	None
LO14	LO14.01 E	Ciaran Path	22	Support	MoP	<ol style="list-style-type: none"> <li>1. Unsure of exact scope of the referenced number but appears to head to the Blackwater Dam.</li> <li>2. Support, as a well used and established path.</li> <li>3. Concern over how this path crosses the river beneath / at the dam. Noted that the path does not appear to cross the top of the dam. Access is now prohibited by gates and protective metal works. But there is no safe crossing beneath the dam unless water levels in the river outflow are very low. What is the route of this path across the water course.</li> <li>4. Glencoe Mountain Rescue are faced with access issues here as are sometimes called to the north side of the river (such as Ciaran Bothy).</li> <li>5. Vehicle access on the access road to the dam allows for quick access to the dam, but the lack of access across the river/dam causes severe restrictions thereafter.</li> <li>6. On a recreational level, this is also a frustration.</li> </ol> <p>nb map and path references altered by A/O to reflect comments</p>
LO14	LO14.01 E	Ciaran Path	112	Support	MoP	All important historic routes and RoW.
LO14	LO14.14 C	Callert to Lairgmore	112	Support	MoP	An important historic RoW
LO16a	LO16.13 C	Struthan to Savary	24	Support	MoP	The path as proposed is supported. However, it misses the opportunity to include the Savary Glen proper, linking the car park at the road side with the top forest road to the north, following a

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						rough line to the west of the savary river. This is a long established route which was actively promoted by FE until recently, but which is now blocked by windblown trees. Accepted that this is a commercial plantation, but the route should be protected as a core path. I've been using this route on an infrequent basis since the early 1990s.
LO16a	LO16.13 C	Struthan to Savary	47 and 18/10/2019	Object	Landowner	<ol style="list-style-type: none"> <li>1. not linking settlements and not much local or tourist importance.</li> <li>2. FLS will maintain access under SOAC but likely to cause management issues occasionally when works in progress.</li> <li>3. This is a strategic timber haul route not only for FLS timber but also for timber from the private estates to the west to avoid haulage along the minor public road</li> </ol>
LO16a	LO16.13 C	Struthan to Savary	113	Support	MoP	None
LO16b	LO16.16 c	Laudale to Glencripesdale	25	Support	MoP	<ol style="list-style-type: none"> <li>1. This is a belter of a walk along an ancient coffin route.</li> <li>2. Noted that FE has taken care to maintain access to the route from Laudale during recent felling. Thank you FE.</li> </ol>
LO16b	LO16.16 c	Laudale to Glencripesdale	36	Support	MoP	Frequently used for 20 years
LO16b	LO16.16 c	Laudale to Glencripesdale	114	Support	MoP	This is an historic circuit of RoW from when there was a substantial native population. Walked by me many times over the past 40 years.
LO16b	LO16.16 c	Laudale to Glencripesdale	136	Support	MoP	None
LO17	LO17.05 C	Mallaig to Loch an Nostarie	137	Support	MoP	None
LO21a	LO21.05 C	Corrou Station to Loch Eigheach	06/08/2019	Support	Perth and Kinross Council	These connections are welcomed by PKC.
LO21b	LO21.07 c	Roughburn to Cairn at Tom Mor	22/10/2019 * wrong address by A/O	Object	Landowner	<ol style="list-style-type: none"> <li>1. The proposed designation of a Core Path as indicated is of some concern to us.</li> <li>2. The path is quite well used by walkers which at present causes some disturbance to the red deer population but which is manageable.</li> </ol>



Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
						<ol style="list-style-type: none"> <li>3. As you may appreciate the hill known as Beinn Teallach is recognised by walkers as a Munro and is therefore readily identifiable for walkers.</li> <li>4. As you know deer management is an important exercise and as a member of the Monadliath Deer Management Group we work closely with Scottish Natural Heritage with a management plan and Beinn Teallach is an important area for deer management for Glen Spean Estate.</li> <li>5. This involves selective culling with licensed firearms.</li> <li>6. It would be appreciated therefore if the route you have identified is not designated as a Core Path.</li> <li>7. We do recognise that hill walkers use the route but we feel any intensification of current usage, which will inevitably follow from a Core Path designation, will significantly compromise our deer management practices.</li> <li>8. It will also cause additional disturbance to the deer that rely on protection from severe weather conditions as the hill offers a number of areas with shelter which will be disturbed by increased activity.</li> <li>9. The existing walking route is currently free from obstruction and encroachment and the route is well known with walkers and easily identifiable without further directions.</li> <li>10. We appreciate Core Paths are an important contribution to tourism but the area concerned is a sensitive one and we do not believe the non-designation would compromise the interest of the public in this instance.</li> <li>11. We therefore respectfully ask that this area is not designated as a Core Path.</li> </ol>
LO22a	LO22.04 C	Glamisdale Circuit, Eigg	138	Support	MoP	None
LO22b	LO22.06 C	Camus Sgiotaig (Singing Sands), Eigg	139	Support	MoP	None
LO22c	LO22.08 C	Kinloch to Kilmory, Rum	140	Support	MoP	None
LO24	LO24.09 C	Ardery Forest Walks	33	Support	MoP	Regular use

Map Ref.	Path Ref.	Path name	Portal ID/E-mail date	Response	Respondent	Comments summary
LO24	LO24.09 C	Arderly Forest Walks	48	Support	Landowner	Support inclusion as important local / tourist site, though FLS may rationalise trail network at some point by decommissioning shorter one leg of additional loop.
LO24	LO24.09 C	Arderly Forest Walks	115	Support	MoP	None
LO24	LO24.10 C	Loch Doilet	34	Support	MoP	Regular use over many years
LO24	LO24.10 C	Loch Doilet	48	Nuetral	Landowner	Limited value / very low use. may have management issue during foret operations. Unlikely we would rebuild due to low use if path damaged due to windblow or harvesting
LO24	LO24.10 C	Loch Doilet	115	Support	MoP	Historic route and RoW used for millennia
LO24	LO24.11 C	Loch Doilet to Scotstown	37	Support	MoP	Used frequently for over 20 years
LO24	LO24.11 C	Loch Doilet to Scotstown	48	Support	Part landowner	Historic route linking settlements of Polloch and Strontian.
LO24	LO24.11 C	Loch Doilet to Scotstown	115	Support	MoP	Historic route and RoW used for millennia

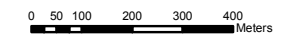


# Map BS04 b Dalwhinnie

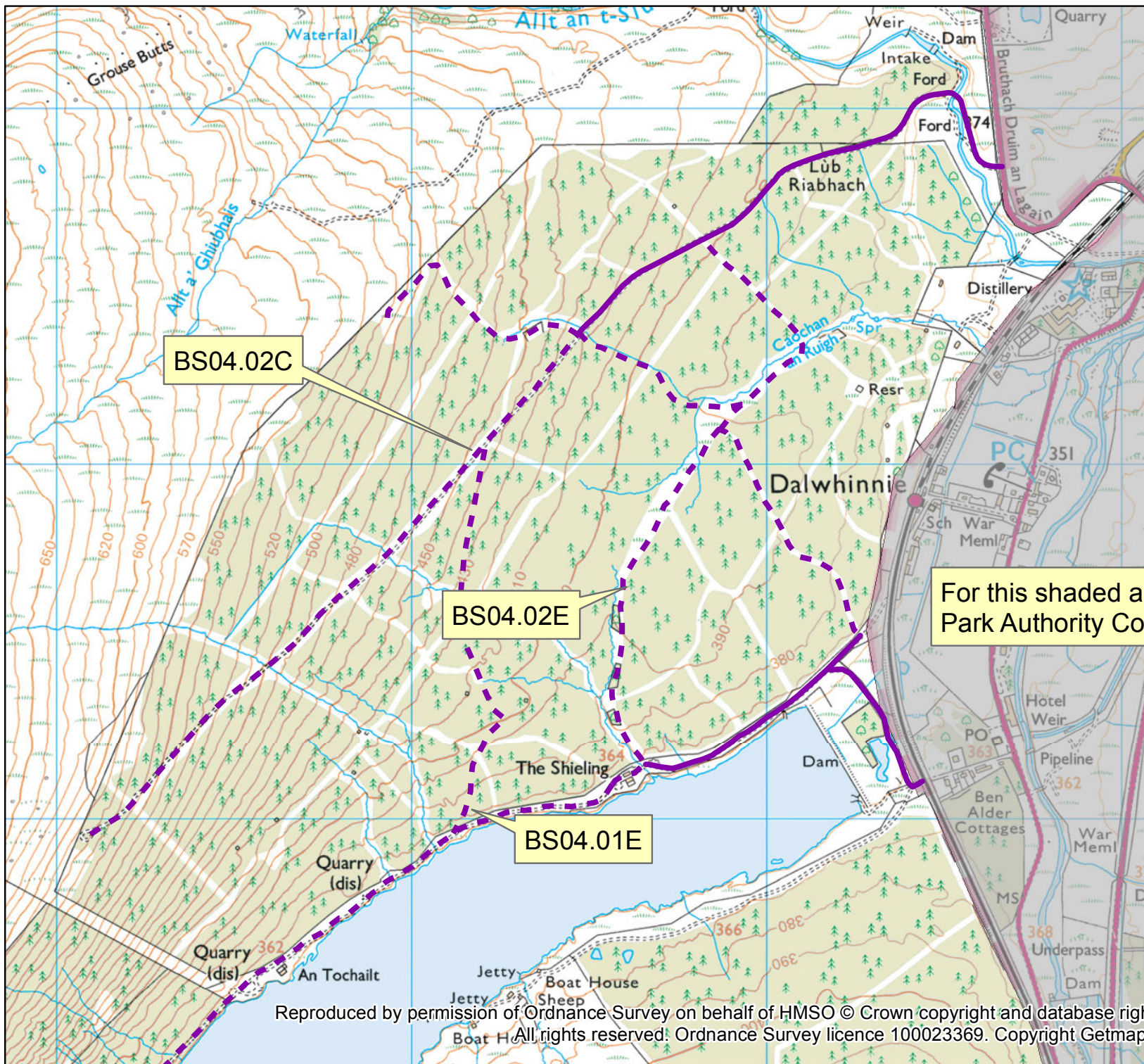
The Highland Council  
Core Paths Plan  
(West Highlands & Islands)  
Amended

-  Existing Core Path
-  Candidate/Extended (proposed) Core Paths

1:15,000



May 2019



BS04.02C



BS04.02E

BS04.01E

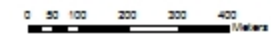
For this shaded area see Cairngorms National Park Authority Core Paths Plan

# Map BS04 b Dalwhinnie

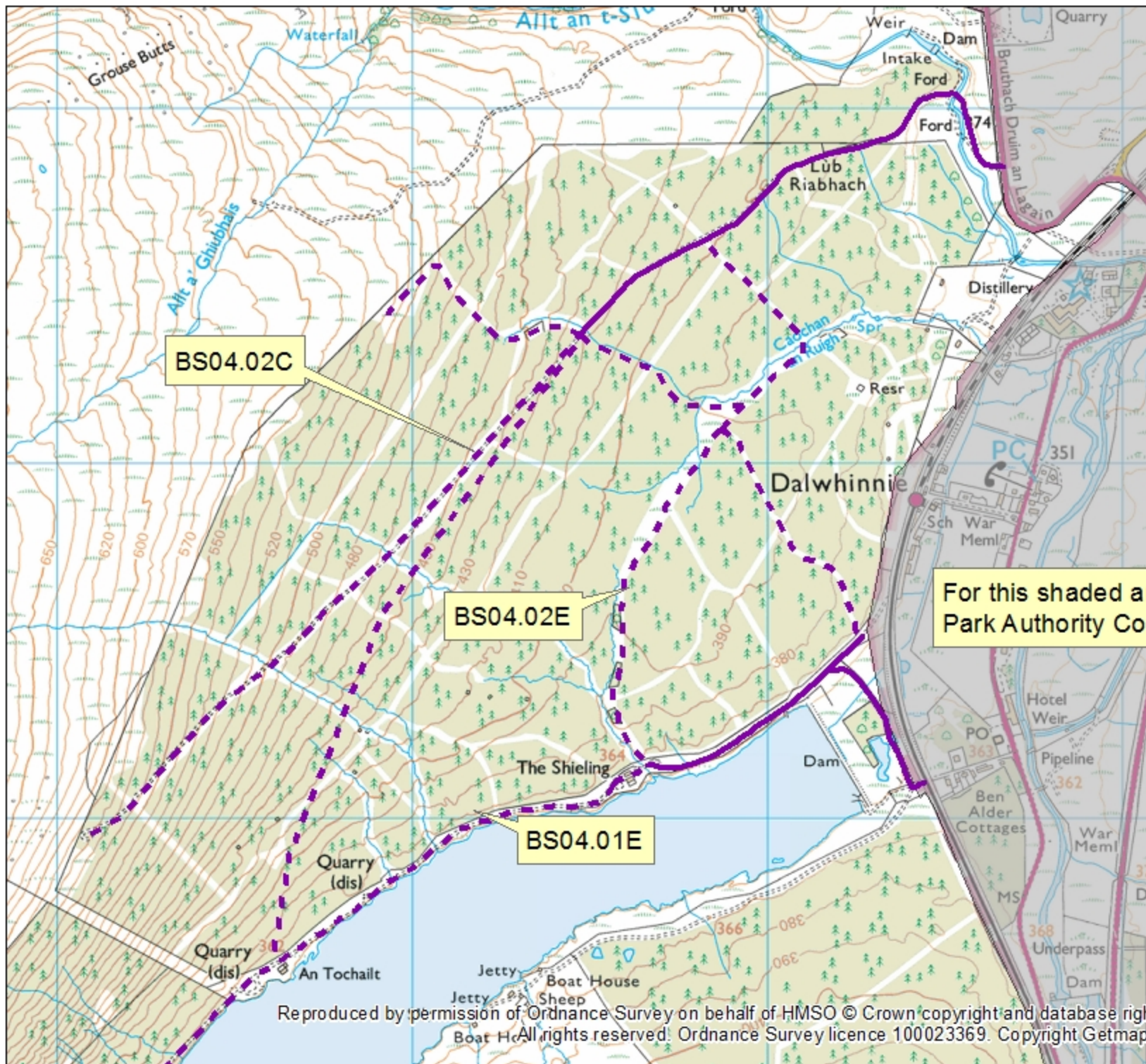
The Highland Council  
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-  Existing Core Path
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1:15,000



May 2019



BS04.02C

BS04.02E

BS04.01E

For this shaded area see Cairngorms National Park Authority Core Paths Plan

Objection Reference No.

14

## West Highlands and Islands Amended Core Paths Plan

## Statement on Objection

Personal details	
Name and address	<b>Tim Atkinson Estate Factor</b>
On behalf of	<b>Ben Alder Estate</b>
Telephone	
Email	

Deadline for submissions: <b>18/10/2019</b>	Date of submission: <b>14/10/2019</b>
On time <b>Yes</b>	
Accepted <b>Yes</b>	Reason <b>Fair points made</b>
Valid <b>Yes – Response 119</b>	

Area <b>Lochaber</b>	Map number <b>BS04b</b>
Route number <b>BS04.02C &amp; E</b>	Route name <b>Access to Caochan Woods</b>
Grid reference [start]	Grid reference [end]
Reasons for selection as candidate core path <b>Part of Dalwhinnie Trails network, extension to community path network, circular routes, access to hills, access to viewpoints.</b>	
Reason[s] for objection  1. The proposal to extend the core path along the line of BS04C and the un-numbered route leading to An Tochailt will attract more walkers into this area of the Estate where there are intensive ongoing forestry operations. 2. Furthermore, at the start of the existing core path on the junction with the A889 there are no car parking facilities. 3. The newly constructed forestry road leading to the lochside near An Tochailt is a raised track through areas of very wet ground with steep sides and drainage ditches on each side. 4. This route will be used for timber extraction for the next 10 years as part of the ongoing estate forestry plan to	Access Authority response  1. If signposted it will increase the size of the local signposted path network. 2. There is a signpost [ <b>Annex 6 - Signpost</b> ] for the existing core path at that junction already. It has been erected as part of the Dalwhinnie Trails network in the Cairngorms National Park Authority style. That is supported by a leaflet [ <a href="https://cairngorms.co.uk/wp-content/uploads/2015/09/Dalwhinnie-Trails_screen-res2.pdf">https://cairngorms.co.uk/wp-content/uploads/2015/09/Dalwhinnie-Trails_screen-res2.pdf</a> ] in which alternative parking is promoted. 2 other alternative parking areas are also available. Those most likely to benefit from an increase in the size of the path network will be those staying in the

replace the commercial conifer plantations along Loch Ericht with native broadleaves and Scots Pine.

5. The track will be in heavy use from 2020 through the felling season - March to November - and use by walkers and bikes will pose a significant health and safety conflict with timber lorries.

6. On a point of detail, the line on the plan is incorrect as it does not follow the new road and the junction of the new road with BS04.01E is not at the point indicated.

7. Forestry fences, as approved by Scottish Forestry, have already been erected, and will conflict with your proposed route.

village who may require no additional parking. Even ski mountaineers most likely to benefit from this approach were seen to use the forest ride above An Tochailt on the access officer's site visit on 29/02/2020. In comparison to some of the existing promoted routes the new forest road is more accessible, durable and attractive.

3. The forest road is wide [**Annex 7 – Kissing Gate & Annex 8 – Cattle Grid and Kissing Gate**] with sympathetically angled ditches to the side and some areas onto which people can find refuge if required.

4. Welcomed

5. That a route is to be used for timber extraction is no reason to exclude it from consideration as a core path. Many forest roads serve both as extraction routes and core paths where access rights continue to apply along with appropriate access management and information for both access takers and hauliers.

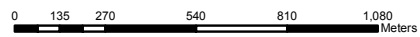
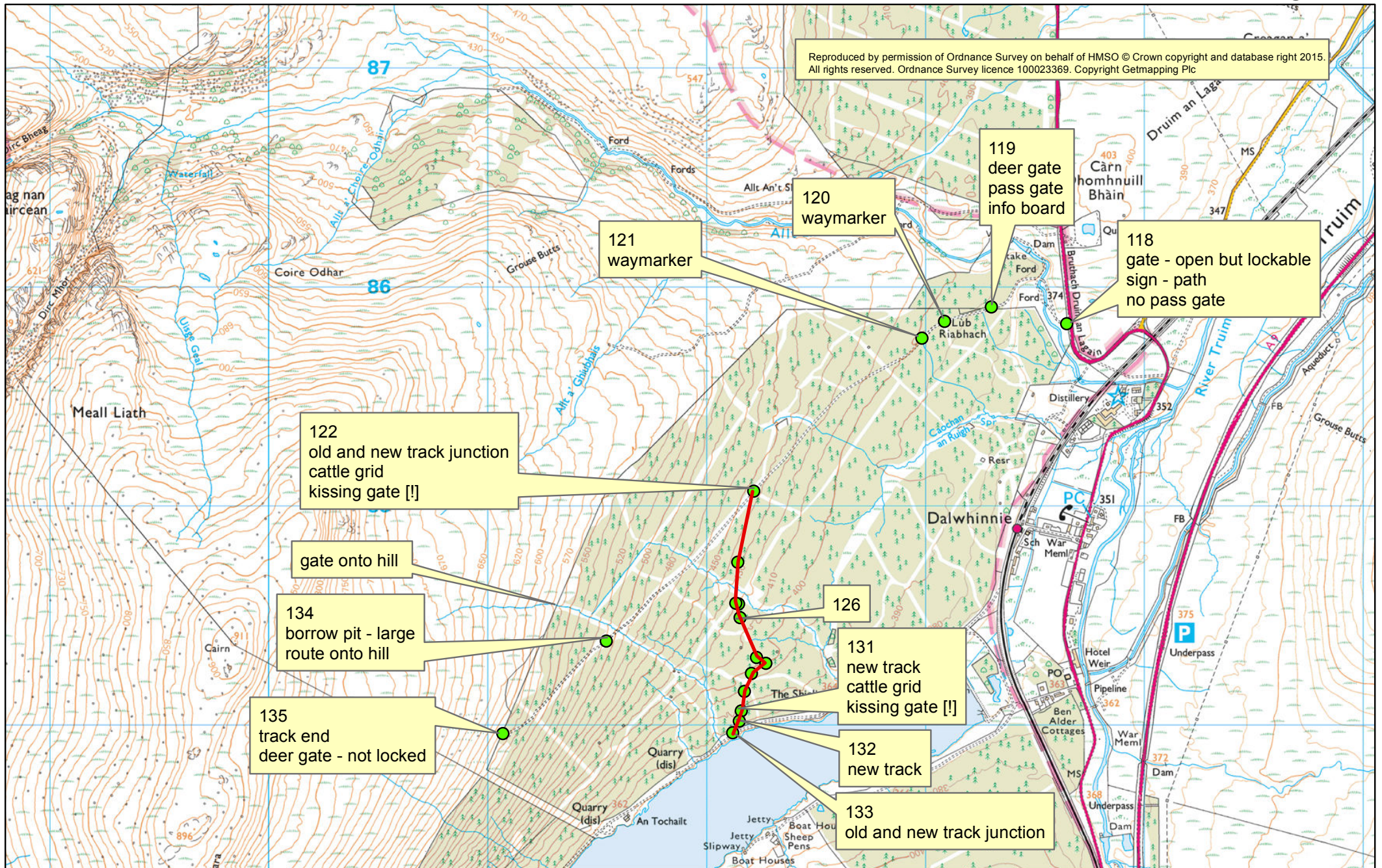
6. The route has been corrected following 2 site visits – **Appendix 2 – Dalwhinnie BS04b\_R** attached.

7. Forestry fences and 2 kissing gates have been erected [see **Annex 5 - Site Visit Map**]. They conflict with public access rights: they are of inappropriate design failing to accommodate cyclists and excluding horse riders, ignore the access officer's advice in the PNO consultation process and fail to satisfy the requirements of the UK Forestry Standard. The newly constructed track was the subject of 17/00711/PNO to which the Council's response on 15 March 2017 was that the development was not permitted development requiring further information on "measures to be taken to ensure, so far as is practicable that public access to core paths and existing rights of way will be maintained, as set out in the consultation response from the Council's Access Officer." This was in

	<p>response to the access officer's comments that "that any gates that are to be upgraded have a pass gate installed next to them that is accessible to walkers, cyclists and horse riders. Hatch or self-closing gates with an internal width of 1.5m would be appropriate and help meet UK Forestry Standards. Kissing gates would not." A subsequent decision notice was issued on 10 April 2017 granting prior approval on the condition that detail of 2 water crossings was submitted. No additional information on public access furniture was either submitted or required.</p> <p>The Cairngorms National Park Authority's response was positive. They said:</p> <p>Having reviewed the proposals I am delighted to see improved links with the core paths network in the Cairngorms National Park.</p> <p>The additional core paths around Dalwhinne tie in well with what the community promotes in the paths leaflet.</p> <p>With Councillor Cockburn's help the community, via Bill Carr of Great Places, received and acknowledged the proposals and undertook to distribute them for comment.</p>
Change objector requires	Access Authority response
Removal of candidate core paths	Maintain proposed candidate core path
<p>Issues identified through clarification</p> <p><b>22/01/2020 site visit</b>  <b>29/02/2020 site visit</b>  <b>Inadequate gates</b>  <b>Line of routes</b>  <b>Existing signposting</b>  <b>Parking</b>  <b>Promotion</b>  <b>Forest road construction</b>  <b>Lack of a core path link across railway to Loch Ericht Walk loop and mate to CNPA core paths.</b></p>	<p>Access Authority response</p> <p>Edit route to reflect forest road lines</p> <p><b>Check CNPA</b></p>
Alternative offered	Appropriate or practicable
None	N/A

Dialogue	
LO LAF Recommendation 03.12.2019  <b>Visit and report back seeking LAF opinion</b>	Reason  <b>LAF requested more detail</b>
LO LAF Responses	<p><b>For:</b> Definately with you on this. Photographs show horses are excluded by unsuitable gates. Lorry drivers have eyes - in my experience they stop when they see horse riders on the same track which is not very often as they are only occasionally actually travelling on the forest roads.</p> <p><b>Against:</b> I remain sceptical about adding multiple routes as core paths and don't support the proposal as it stands.</p> <p>To me a core path is meant to provide users access along core routes, ensuring access is maintained through/beyond the property. The candidate routes shown on the attached is just highlighting available routes. I see the merit in extending the 2 separate core paths, one route extending along the loch side and the other extending out beyond the forest boundary either the route that heads towards Allt a Chiubhais or the one that runs south west. But I feel adding the internal networks go beyond the scope of core paths.</p> <p>As far as I can see the Estate is not saying that they would stop use of the internal routes they just don't want to have them marked as core paths. I think there needs to be recognition that core paths do come with operational and maintenance constraints/costs and at present all those costs would need to be shouldered by the Estate. Although if the community, as part of their path promotion, has come to an agreement with the estate to cover some of those costs, this may be a moot point.</p>
Badenoch and Strathspey Area Committee Recommendation 10/11/2020	

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