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Environmental Impact Assessment Record of Determination

A82 Crianlarich Bypass

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake vegetation management along a 1.3km section of the A82 trunk road. The proposed works involve vegetation clearance and tree felling along the A82 verges, roundabouts, and Sustainable Urban Drainage System (SUDS) ponds. Works are required to clear encroaching vegetation to improve visibility for road users and to prevent damage to trunk road SUDS infrastructure. The total area of vegetation removal is approximately 14,500m² (1.45ha), comprising the felling of an estimated 1,400 trees of varying size and maturity. All vegetation felling will take place on land owned by Transport Scotland. The A82 Crianlarich Bypass was completed in 2014; therefore, all trees within the scheme extents are of recent establishment and not older than 11 years.

The works are scheduled for delivery within the 2025/2026 financial year, with a proposed start date of 1 December 2025. All works will be undertaken during daytime hours (07:00–17:00) over a four-week period. However, the programme is subject to change and start dates or working hours may be revised as required.

Traffic management (TM) will be implemented through single-lane closures with temporary traffic lights or verge working where possible. Access to junctions and private roads will be maintained at all times. Site access and plant storage areas will be located within the TM extents. Should the programme change, amendments to the TM arrangements may be required.

Location

The scheme is located on the A82 Crianlarich Bypass in Stirling Council administrative area (Figure 1). The schemes have the following National Grid References (NGRs): NN 37876 25679 and NN 38247 24631.



Figure 1. Scheme location.

Description of local environment

Air quality

For baseline air quality information regarding residential, community and commercial receptors in the area, refer to 'Population and Human Health' section below.

A search of the [Air Quality in Scotland](#) online mapping tool records that the scheme extent is not located within or within 300m of an Air Quality Management Area (AQMA).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the scheme extent ([Air quality in Scotland](#)). The nearest air quality monitoring site lies in Crieff approximately 47km east of the scheme extents, with the levels at the time of assessment noted to be 'low' ([Low Index 1-3](#)).

There are no sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) located within 10km of the scheme extents.

Baseline air quality is likely to be primarily influenced by traffic along the A82, A85 and local road network. Secondary sources are derived from forestry activities and urban activities associated with Crianlarich.

Cultural heritage

A search of the PastMap mapping tool ([PastMap](#)) identified the following Listed Buildings within 300m of the scheme:

- Category C 'Crianlarich, Crianlarich Station, Engine Shed' (ID: LB50319) lies 80m east of the scheme.
- Category C 'C'rianlarich, War Memorial' (ID: LB50321) lies 180m east of the scheme.
- Category B 'Crianlarich, Crianlarich Parish Church (Church of Scotland) Including Gatepiers and Boundary Walls' (ID: LB50318) lies 190m east of the scheme.

Of lesser Cultural Heritage value, a number of Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) lie within 300m of the scheme extents. The nearest of these are HERs of archaeological surveys (IDs: 5550 & 4591) which fall within the scheme extents. The nearest NRHE is 'Rubbish Pit(s) (19th Century) - (20th Century)' (ID: 348594) and lies within the scheme extents.

There are no World Heritage Sites, Scheduled Monuments, Conservation Areas, Garden and Designed Landscapes or Battlefields within 300m of the scheme extents.

The works comprise vegetation maintenance along the A82 Crianlarich Bypass and associated SUDS features. Cultural heritage features of significance are located at a sufficient distance from the scheme and are not accessible from the works area. It is considered that the construction of the A82 Crianlarich Bypass has likely removed any archaeological remains that may have been present within the footprint of the scheme. As no new ground excavations are required, cultural heritage has been scoped out of further assessment and is not discussed further within this RoD.

Landscape and visual effects

The scheme is located within Loch Lomond and The Trossachs National Park (LLTNP) ([NatureScot Site Code: 8621](#)). The LLTNP has the following general special qualities:

- A world-renowned landscape famed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands
- Water in its many forms
- The rich variety of woodlands

- Settlements nestled within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The scheme is not located within a National Scenic Area (NSA) or any other site designated for its landscape and visual character ([SiteLink](#)).

The scheme is located in proximity to Crianlarich with land use surrounding the scheme dominated by conifer plantation. Urban development associated with Crianlarich is located to the east of the scheme.

The Landscape Character Type (LCT) within the study area is 'Upland Glens - Loch Lomond & the Trossachs' (no. 252) and 'Straths and Glens' (no. 253) ([Scottish Landscape Character Types](#)).

Upland Glens - Loch Lomond & the Trossachs LCT has the following key characteristics:

- Often narrow with little flat glen floor, strongly enclosed by steep hill slopes of the adjacent Steep Ridges and Hills and Highland Summits.
- Steep glen sides often patterned with rocky outcrops, boulders and screes but also extensively forested, particularly on lower slopes.
- Tributary burns and rivers cut deep gullies into slopes and many feature waterfalls and cascades, pools and rocky outcrops.
- Walled pastures sometimes occasionally occurring on lower (usually south-facing) slopes. Heather covers better drained areas and bright green flushes appear at spring lines on hill slopes.
- Some glens covered with extensive coniferous forestry.
- Notable ancient and semi-ancient woodlands of oak and birch in some glens, Natural regeneration of scrub woodland where grazing has declined as in the Luss Glens.
- Relict wood pasture and Caledonian pine woodlands evident in some areas,
- Scattered trees and native woodland trace the edges of burns.
- Sparsely settled but with some isolated farms in lower reaches of glens, these often south-facing.
- Significant cultural features in more open glens, including shielings and abandoned field systems.
- Areas of crofting evident on some lower slopes.
- Some important historic strategic routes for communications and accommodate key road and rail links today for example.

- Classic views channelled up and down the Glens, with steep side slopes framing landscapes that lie beyond them.

Straths and Glens LCT has the following key characteristics:

- Broad u-shaped glens and straths with wide flat floodplains.
- Lower side slopes often rolling and complex with hummocky moraine and rocky outcrops.
- Many glen and strath sides are forested, predominantly with spruce, on upper slopes. Some of these forests occasionally extend across strath and glen floors. Scattered trees and remnants of native woodland are found along the edges of burns.
- Rivers are prominent in open floodplains, often contained by flood barriers and levees. Less modified stretches of river feature pools, gravel beds and waterfalls.
- Riparian woodlands trace the course of rivers and their tributaries.
- Better drained strath and glen floors are farmed with improved pastures. Occasional small regular-shaped plantations and shelter belts pattern hill slopes and valley floors.
- Mixed policy woodlands and avenues of trees line access tracks in places.
- Settlements and farms are located on lower side slopes, raised above the floodplain, and often tucked between knolls. Settlements tend to be sited at bridging points or at the junction with side glens.
- Road and rail transport corridors follow the edges of strath and glen floors.
- Pylons and low voltage overhead power lines are highly visible features across open glen floors.
- Open strath and glen floors allow views along and across the traditional farmed landscapes, attractive river landscapes and lochs, as well as the dramatic Highland setting of the surrounding rugged slopes and mountain summits.

The A82 Trunk Road, within the North West, connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for a distance of 243 kilometres to its junction with the A9 at (but excluding) Longman Roundabout in Inverness. The A82 is predominantly single carriageway along its length, with some lengths of '2+1' carriageway. The A9 is a single carriageway at the works location.

Biodiversity

The River Tay Special Area of Conservation (SAC; NatureScot Site Code: 8366) is located 100m north of the scheme extents at its nearest point ([SiteLink](#)).

Given the proximity of the works to the SAC, the potential for likely significant effects (LSE) on the SAC was identified at the screening stage. Accordingly, a Habitats Regulations Appraisal (HRA) was completed to assess the potential impacts of the proposed works on the designated features of the SAC.

No other locally or nationally designated sites with biodiversity features (such as Sites of Special Scientific Interest (SSSI), Local Nature Reserves or National Nature Reserves) are located within 300m of the scheme ([SiteLink](#)).

The NBN Atlas does not hold records of injurious and invasive species of plants (as listed in the Network Management Contract (NMC)) by using the same search criteria.

Transport Scotland's Asset Management Performance System (AMPS) identified one record of rosebay willowherb (*Chamaenerion angustifolium*), an injurious weed, within the verges of the A82 at the scheme extents.

The habitat in proximity to the scheme is dominated by conifer plantation. Some freshwater habitat is provided by minor tributaries within the area and the River Fillan which lies 220m north of the works.

There are no areas of ancient woodland within 300m of the scheme extents ([Ancient Woodland Inventory](#)).

There are no areas of trees covered by a Tree Preservation Order (TPO) within 300m of the scheme ([LLTNP TPO](#)) ([Stirling Council TPO](#)).

A site survey was undertaken on 7 October 2025.

Geology and soils

The scheme is not located within or within 300m of a Geological Conservation Review Site (GCRS) or SSSI designated for geological features ([SiteLink](#)).

Bedrock within the scheme extents is primarily classified as Ben Ledi Grit Formation (psammite and semipelite), with superficial deposits of Till and Morainic Deposits (Diamicton, sand and gravel) ([British Geology Viewer](#)).

Soils within the scheme extents are classified as mineral podzols and peaty podzols ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being 'Class 0', 'Class 2' and 'Class 3', as displayed on Scotland's Peat Map. Class 0 is considered to be mineral soil

with no peat present, Class 2 and Class 5 are peat soils with peat present ([Scotland's Environment Map](#)).

Material assets and waste

The vegetation management works will utilise the following machinery and materials:

- Fastrac with mulching head
- Chainsaws
- Pole saws
- Robocut with mulching head
- Woodchipper fuel
- Oil for machines

Waste arisings from the works will consist of timber, which will be retained on site in biodiversity piles or chipped for reuse within the scheme extents. Where on-site disposal is not feasible, arisings will be removed and taken to a licensed waste facility for appropriate reuse or recycling.

The value of the scheme does not exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is not required.

A site compound is not required. Access will be taken from the A82 within the traffic management (TM). Storage of machinery will be within the TM.

Noise and vibration

For residential, community and commercial receptors, refer to the 'Population and Human Health' section below.

Works are not located within a [Candidate Noise Management Area](#) (CNMA).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise levels (Lden) between 65 and 70dB on the A82 at the scheme location ([SpatialData](#)).

The nearest vehicle traffic counter to the scheme (Site name: 108370 A82 Crianlarich (Core 903) lies approximately 2km north of the scheme. An Average Daily Traffic (ADT) was taken in 2024 which counted 6,828 motor vehicles, with 11% of these being Heavy Goods Vehicles (HGVs).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A82, A85 and local road network. Secondary sources are derived from forestry activities and urban activities associated with Crianlarich.

Population and human health

Approximately 70 properties lie within the 300m of the scheme extents. These consist of residential dwelling, business premises and community facilities, such as schools, post office and halls. Properties nearest to the scheme lie 10m from the works and have a level of screening provided by wooden flat fencing.

Two roundabouts lie on the A82 within the scheme extents. These provide access to A85, local roads and nearby properties.

Paved pedestrian footpaths and their associated crossing points lie along the A82 in proximity to both roundabouts.

A section of pedestrian footpaths lies adjacent to the A82 southbound carriageway at the scheme's northern extents.

There are no routes listed on [WalkHighlands](#) or any National Cycle Network Routes ([Walk Wheel Cycle Trust](#)) within, or with connectivity to, the scheme.

One Core Path (ID: S0449) is spanned by the A82 within the scheme extents ([LLTNP Core Paths](#)).

TM will involve single lane closure with two-way temporary traffic lights or verge working where possible.

Road drainage and the water environment

The River Fillan (ID: 6504) lies 220m north of the scheme at its nearest point to the scheme. The River Fillan is classified waterbody by Scottish Environment Protection Agency (SEPA) ([SEPA Water Classification Hub](#)) and was rated as "Moderate" by SEPA in 2023 ([SEPA](#)).

A number of unnamed tributaries (unclassified), drainage ditches and ponds lie within and/or within 300m of the scheme.

The scheme lies within the 'Killin, Aberfeldy and Angus Glens' groundwater basin, which has been classified as "Good" by [SEPA](#) in 2023 and listed as ground Drinking Water Protected Areas ([DWPAs](#)).

The SEPA indicative surface water online [flood mapping](#) tool records areas on the A82 within the scheme extents as having medium to high likelihood of surface water

and small watercourses flooding (e.g., each year this area has 0.5% to 10% likelihood of flooding).

Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental

Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to the air are considered to be low.

- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant, vehicles, and non-road mobile machinery (NRMM) will have be regularly maintained, paying attention to the integrity of exhaust systems and switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- Good housekeeping will be employed throughout the work.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this Record of Determination (RoD).

Landscape and visual effects

The works are located within the boundary of the LLTNP. However, as the works comprise localised vegetation maintenance of young trees along the trunk road, they are not anticipated to affect the landscape character of the National Park. Upon completion, visual amenity is expected to be enhanced through removal of

overgrown vegetation. The National Park Authority will be notified prior to commencement of the works.

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, the works are of a relatively short duration (up to four weeks) and restricted to the A82 carriageway boundary and land use will not change as a result of the works.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects as much as possible.
- LLTNP advice, if received, will be complied with.
- Tree felling and vegetation clearance will be kept to the minimum amount necessary to ensure the safety of the relevant infrastructure (i.e. A82 trunk road boundary).
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

With the above mitigation measures in place, it is anticipated that any landscape and visual effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Biodiversity

The scheme is located in proximity to the River Tay SAC; consequently, a HRA has been undertaken. Due to Likely Significant Effects (LSE) not being ruled out at the screening stage, an Appropriate Assessment (AA) was undertaken.

No works will take place within the boundary of the SAC and the works will be conducted during daytime hours. Furthermore, there is limited connectivity via suitable watercourses between the SAC and the works area. Therefore, no direct habitat loss or impacts on resting places will occur. Although there is a risk of disturbance, the works will be temporary, short-term, highly localised, and will move progressively along the full scheme extent. Additionally, protected species in the area are likely to be habituated to noise from the A82/A85 trunk roads and adjacent

railway line. The AA concluded that, considering the nature and scale of the works and the implementation of mitigation measures during construction, the proposed works will not result in Adverse Effects on Site Integrity (AESI) on the qualifying features within the River Tay SAC.

Vegetation clearance will be restricted to the trunk road corridor and associated SUDS features, where woodland edge habitat is already present along this section of the A82. The proposed works will push the edge of the woodland back from the road, but it will remain a feature of the road corridor in this area. Furthermore, areas of woodland and connectivity corridors (e.g., tree lines) will be retained in the wider landscape, so vegetation clearance will not result in fragmentation or loss of connectivity to surrounding woodland habitat.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, works are restricted to the carriageway boundary and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of the works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82. The scheme is of relatively short duration (up to four weeks), will be completed progressively along the full scheme extent, and will be undertaken during the daytime working hours, negating requirement for artificial lighting. The potential for significant species disturbance within the area of construction is therefore considered to be low. In addition, the site survey undertaken by BEAR Scotland NW Environment team did not identify any signs of protected species within disturbance buffers of the works.

No INNS were identified during the site survey. There are no earthworks associated with the scheme, the scheme does not require permanent (or temporary) land-take, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS on site. Rosebay willowherb will be treated as per NW Landscape Management Plan.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environment Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Vegetation clearance works will be limited to the minimum area necessary to improve road safety.

- Trees to be removed will be recorded so that compensatory planting can be carried out in an appropriate area in future.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Works will avoid the main breeding bird season (March to August inclusive) as far as possible. If works are delayed and will be carried out during this period, a nesting bird check will be conducted two weeks and no more than 48 hours prior to commencement of the works.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

With the above mitigation measures in place, it is anticipated that any biodiversity effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme is not located within a GCRS or geological SSSI. Although excavation is not required, the vegetation clearance and tree felling may result in localised and minor soil exposure or disturbance. The following measures will be applied on site:

- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Material assets and waste

The main waste will consist of vegetation arisings which are to be left within the scheme extents and reused/recycled where it is not possible. However, there is potential for impacts as a result of resource depletion through use and transportation of new materials used to facilitate the works, such as fuels and oils. Though, materials will be sourced locally where possible.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- Felled vegetation material will be disposed of appropriately in line with the NW NMC (Schedule 5, Appendix 0/1, 3010SR Maintenance of Established Trees and Shrubs).
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed

waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

With the above mitigation measures in place, it is anticipated that any material assets and waste effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will be completed up to four weeks by utilising daytime working (avoiding antisocial hours) on a rolling programme. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. Furthermore, the majority of the properties are suitably screened from the works extent by intervening vegetation and fencing. Due to the short duration and localised nature of the works, the proposed schemes are anticipated to result in temporary minor noise impacts during the construction programme.

The following mitigation measures will be put in place:

- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum. On-site

construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.

- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

With the above mitigation measures in place, it is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs. TM will utilise lane closures with temporary traffic lights or verge working where possible. Access to NMU facilities which lie within 300m of the schemes will be maintained.

Properties nearest to the scheme lie 10m from the works and have a level of screening provided by wooden flat fencing. However, the works are undertaken during the daytime hours and will move progressively along the full scheme extents.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Construction lighting (if required) will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at times of low light levels, and non-essential lighting will be switched off.

- Local access will be granted as required.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

With the above mitigation measures in place, it is anticipated that any population and human health effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain).

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with the Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.

- Chipping will be conducted at least 10m away from watercourses, drains and waterbodies. If left on site, chippings will remain 10m away from any watercourse, drain or waterbody
- Appropriate measures will be implemented during vegetation removal works to limit the potential for wastes and materials (i.e., vegetation arisings) to enter any gullies present on site. On completion of works, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowzers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill shall be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and/or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, it is anticipated that any road drainage and the water environment effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Climate

Activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production and transportation of materials to and from site. Although works will involve removal of a large number of trees, the majority are of a small size, and the impact on climate and local carbon storage is considered minimal. Additionally, trees to be felled will be recorded to inform future compensatory planting, which will help offset any loss of carbon storage resulting from the scheme. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to a local facility, where required.

With the above mitigation measures in place, it is anticipated that any climate effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Vulnerability of the project to risks

Areas within the scheme extents are recorded as being at medium to high likelihood (e.g., each year this area has 0.5% to 10% likelihood of flooding) of river and surface water (and small watercourse) flooding each year. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no increase to the likelihood of flooding on the A82 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A82 trunk road and traffic management will be designed in line with existing guidance. Full road closures are not required, and verge working will be prioritised where deemed suitable. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

These measures along with mitigation measures and standard working practices will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects.

A search of the [LLTNP Planning Portal](#) was undertaken to identify any recent or proposed developments within the vicinity of the scheme that could result in cumulative environmental effects. However, the portal was out of service at the time of the search, and therefore no planning records were available for review. Notwithstanding this, given the limited scale and short-term nature of the proposed works, in conjunction with the low traffic volumes and sparse urban development within the surrounding area, it is considered unlikely that the scheme will give rise to significant cumulative or in-combination effects with other existing or future developments.

A search of the Scottish Road Works Commissioner website ([Scottish Road Works Online](#)) has not identified any other roadworks that are programmed to overlap with the proposed scheme start date. Although another scheme to remove trees with ash dieback disease is planned near Dalmally (approximately 20km west of this scheme), it will focus on removal of diseased trees posing a risk to the carriageway boundary, which will limit the spread of ash dieback disease in the region and reduce the risk of impacts on other areas of woodland in the region. The total quantity of trees to be removed from the trunk road corridors in the region has been assessed as negligible in the context of both the local and wider landscape, with woodlands still remaining a dominant feature near these trunk road corridors.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

A HRA Proforma was undertaken due to the scheme's proximity and ecological connectivity with the River Tay SAC. The HRA confirmed that the proposed works will not result in AESI on the qualifying features within the River Tay SAC.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1ha in area, and are also situated in Loch Lomond and the Trossachs National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The works are restricted to removal of young trees and vegetation along the A82 carriageway including its associated SuDS.
- Construction activities are restricted to 1.3km long sections along A82 with working area of 1.45ha.

- The works will be transient, localised, and completed during daytime hours over 4 weeks in total.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- TM will prioritise verge working where possible with lane closures utilised by temporary traffic lights where this is not possible.
- The risk of major accidents or disasters is considered to be low.
- No significant environmental impacts are anticipated during the operational phase as a result of the works. The works are expected to provide a positive impact for road users by improving visibility along the trunk road and associated infrastructure.
- As the works will be limited to removal of young trees and vegetation along the A82 carriageway, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact the environment.

Location of the scheme:

- The River Tay SAC lies 100m north of the scheme at its nearest point. No other European designated sites lie within 2km of scheme extents. An HRA was completed and concluded that the works will not result in AESI with appropriate mitigation measures in place.
- The scheme will be located within the existing trunk road boundaries and as such, no land take will be required.
- The scheme extent is located with LLTNP. However, LLTNP will be notified of works and any advice provided will be followed.
- There are no Cultural Heritage of licensable nature located within the scheme extents.
- The scheme is not located within any areas of ancient woodland or Conservation Areas and does not require felling of trees protected by a TPO.
- Approximately 70 properties lie within the 300m of the scheme extents. These consist of residential dwelling, business premises and community facilities, such as schools, post office and halls.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant and limited to the construction phase.

- Measures will be in place to ensure appropriate removal and disposal of waste.
- No evidence of protected species or INNS was recorded during the site visit.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users and human receptors during the operational phase.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

“Sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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