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# Environmental Impact Assessment Record of Determination

## A82 Tyndrum Cemetery Corner Verge Improvements

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# Project Details

## Description

BEAR Scotland has been commissioned by Transport Scotland to carry out verge improvement works along a 630m stretch of the A82 trunk road carriageway. The edge of the road has severely deteriorated due to stagnant water and inadequate water drainage. The works will include excavation and reinforcement of the verge by installing a concrete strip at the edge of the road for strengthening and cutting of roadside drainage grips. The scheme has an approximate total area of 0.19ha.

The works are currently programmed for delivery within the 2026/2027 financial year, with a proposed start date in November 2026, with an expected duration of 15 days by utilising daytime working hours (08:00-18:00).Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will include lane closure with temporary traffic lights. A site compound is not required; site access and plant storage will be located within TM. A mini excavator will be used for the works. Access to junctions and private roads will be maintained as far as is reasonably practicable.

## Location

The scheme is located on the A82 carriageway, north of the settlement of Tyndrum, within the Stirling Council local authority area (Figure 1). The scheme is located entirely within the Loch Lomond and the Trossachs National Park (LLTNP) and is located between National Grid Reference (NGR) NN 32703 30950 to NN 32990 31381.

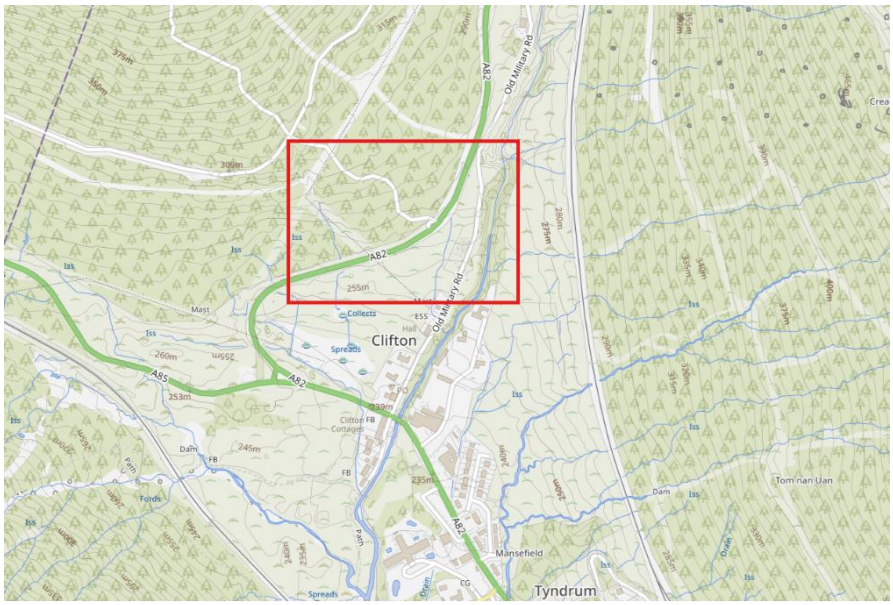



*Figure 1. Scheme location and extents.*

# Description of local environment

## Air quality

There are no Air Quality Management Areas (AQMA) which have been declared by the Stirling Council within 10km of the scheme (Air Quality Management Areas).

There are no air quality monitoring sites located within 10km of the scheme (Scottish Air Quality).

There are no air pollutant release sites listed on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme (Scottish Pollutant Release Inventory).

Baseline air quality for this scheme is primarily influenced by traffic along the A82 trunk road. Secondary releases are likely delivered by land management within the wider area and activity in the nearby settlement of Tyndrum.

## Cultural heritage

According to PastMap, four features of lesser cultural heritage value (those which are listed on the National Records of the Historic Environment (NRHE) and Historic Environment Record (HER) databases) are located within 300m of the scheme. The closest of which is NRHE and HER 'Tyndrum Milestone' (reference 354688), which lies at the north end of the scheme extents.

The Tyndrum Conservation Area is located 290m south of the scheme (PastMap).

There are no Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Battlefields or World Heritage Sites within 300m of the scheme (PastMap).

The construction of the A82 trunk road is likely to have removed any archaeological remains that may have been present within the area.

## Landscape and visual effects

The scheme does not fall within a National Scenic Area (NSA) (Scotland's Environment). However, the scheme does fall within LLTNP (NatureScot Site code: 8621) which is designated for the following special general 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 located within a rural location on the A82, with land use surrounding the scheme dominated by commercial forestry plantations and small areas of agricultural grassland.

Landscape Character Type for the scheme is listed as 'Straths and Glens' (LCT 253) which 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.

Land use (HLAMap) within 300m of the scheme extent is classified as:

- Rough grazing
- Plantation
- Urban
- Recreation area

The A82 trunk road, within the North West Network Management Contract (NMC), 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.

# Biodiversity

The scheme lies 55m west of the River Tay Special Area of Conservation (SAC) (Site ID: 8366). No other European sites lie within 2km of or hold ecological connectivity with the scheme extents.

There are no locally or nationally designated sites for biodiversity such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNRs) within 300m of the scheme (SiteLink).

Numerous bird species were recorded on NBN Atlas within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas and Transport Scotland's Asset Management Performance System (AMPS) hold no records of invasive and injurious plant species (as listed in the NMC) within 300m of the scheme.

Habitats surrounding the A82 at this location is dominated by woodland, commercial plantation forestry and patches of poor-quality agricultural grassland, with a number of minor watercourses throughout. The Crom Allt watercourse is a tributary of the River Spey SAC and is located 55m east of the scheme at its closest point.

There are no areas of woodland within 300m of the scheme listed on the Ancient Woodland Inventory (Scotland's Environment).

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme (Stirling Council Tree Preservation Orders).

The BEAR Scotland Environmental Team undertook a field survey on the 23rd of September 2026.

# Geology and soils

There are no Geological Conservation Review Sites (GCRSs) or SSSIs designated for geological or earth sciences within 300m of the scheme (SiteLink).

Bedrock geology (BGS Geology Viewer) within the scheme consists of:

- Ben Lawers Schist Formation – Calcareous pelite
- Auch Gleann Psammite Formation – Psammite

Superficial deposits (BGS Geology Viewer) within the scheme consists of:

- Hummocky (moundy glacial deposits – diamicton, sand and gravel
- Till – diamicton

Soils within the scheme are recorded as peaty gleyed podzols with peaty gleys with dystrophic semi-confined peat (Scotland's Soils).

Soils within the scheme extent are recorded as being of Carbon and Peatland 'Class 2', which indicates peat soil and peatland or areas with high potential to be restored to peatland (Carbon and Peatland Map).

# Material assets and waste

Materials used will include:

- Type 1 aggregate material for compaction
- Concrete strip at edge of road for strengthening

Excavation is required for reinforcement of the verge and cutting of grips. Excavated soil material will be reused on site.

There is no requirement for a site compound. Storage of plant and equipment will be within TM on the A82 carriageway.

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

# Noise and vibration

A search of Scotland's Noise Map returned modelled noise records for average noise levels in the day-evening-night (LDEN) within the A82 and its verges ranging between 64 and 69dB within the scheme extents.

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) (Transportation Noise Action Plan-2024-2028).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A82 and train movements on the nearby West Highland railway line, which lies approximately 163m east of scheme extents.

# Population and human health

The scheme is located north of the village of Tyndrum. There are approximately nine residential properties located within 300m of the scheme, with the nearest located 80m northeast of the scheme which is afforded some acoustic and visual screening by trees and vegetation.

There are no laybys, access roads, bus stops or footpaths located within the scheme extents.

There are no National Cycle Routes within 300m of the scheme (OS Maps).

The West Highland Way runs parallel to the A82 within the scheme extent and is located 5m east at its nearest point (Walkhighlands). This route is also a Stirling Council Core Path (Scotland's Environment).

According to Scottish Road Works Commissioner there are no other works scheduled within 300m of the scheme (Scottish Road Works Online).

Transport Scotland’s manual data counter (site name: ATC00003) located 200m north of the scheme, recorded an annual daily total (ADT) of 4,470 motor vehicles in 2025, of which 9.2% were Heavy Goods Vehicles (HGVs) (Transport Scotland).

TM will consist of lane closure with temporary traffic lights.

# Road drainage and the water environment

The scheme is located within the Killin, Aberfeldy and Angus Glens groundwater body (ID: 150669). It was awarded an overall status of 'good' in 2024 by the Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub). It is also a Drinking Water Protected Area (Ground).

There are several SEPA-classified and unclassified watercourses within 300m of the scheme, and a small number of these are channelled underneath the A82 within the scheme extent. These discharge into the Crom Allt watercourse, approximately 55m east of the scheme (Water Classification Hub).

Small areas of the A82 carriageway within scheme extents are recorded as being low to high risk (0.1% to 10% chance each year) of surface water and small watercourse flooding (SEPA Flood Map).

# 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 adverse 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 air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have the potential to produce dust will be removed from site as soon as possible, and all delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Ancillary plant, vehicles and machinery will have been regularly maintained, paying attention to the integrity of exhaust systems, and will be 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., by 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) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risk of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- 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).

# Cultural heritage

Although there are several features of minor cultural heritage interest within 300m of the scheme; any excavation associated with the proposed works are restricted to the already engineered carriageway boundary, and as such, the potential for exposure of unrecorded cultural heritage features is considered to be negligible. Construction of the A82 road corridor is likely to have removed any archaeological remains that may have been present.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland NW Environment Team contacted for advice. Historic Environment Scotland (HES) will be notified as required.
- People, plant, and materials will, as much as reasonably practicable, only be present on areas of made/engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of vehicles, plant, or materials against any buildings, walls, or fences.

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

# Landscape and visual effects

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. There will be minor permanent change to the local landscape due to the reinforced verges and cut grips. However, all change is confined to the A82 trunk road boundary and will be in character of the road. In addition, people, ancillary plant, vehicles and materials will be restricted to the made ground of the A82 and associated drainage, and works will be of short duration (approximately 15 days).

No change to land use, or to the designation features of the LLTNP, will occur as a result of the works, and the works will not result in any obvious residual change to the visual amenity of the local landscape.

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

- The LLTNP authority will be notified of the proposed works and advised of TM in advance of the works. Any advice, if received, will be complied with, and the works will not commence until consent has been granted by the LLTNP authority.
- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- 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 55m west of the River Tay SAC. Due to the ecological connectivity between the proposed works and the SAC, a Habitat Regulations Appraisal (HRA) was completed. The assessment concluded that there would be no Adverse Effects on Site Integrity (AESI) on the qualifying features.

All works will be restricted to the A82 trunk road boundary and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, with only minor excavation required to reinforce verges and cut grips. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. The survey did not identify any INNS of plants, invasive native perennials, or injurious flowering plant species therefore there is limited potential to spread these during works.

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. However, works are restricted to the A82

boundary and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of 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 and the scheme is of short duration (approximately 15 days). The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental 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:

HRA Mitigation:

- Toolbox Talks will be included in the SEMP and provided to all site staff prior to works commencing.
- The working area and any machinery stored on site will be checked at the start of each shift. A soft start will be implemented to ensure a gradual increase in noise and activity.
- Any excavations, entrances to pipes/drains, or areas where an animal could be 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.
- If excavations (e.g., trenches) cannot be covered, escape ramps will be installed.
- If fencing is used at any point during works, a gap of 200mm from ground level will be provided, allowing free passage and preventing entrapment.
- Passage under bridges and along watercourses will be maintained for the duration of works where possible.
- If animals are observed in the area of works prior to works starting, no works will commence until they have moved at least 50m away.
- If animals are observed during works, all works will cease until they have moved at least 50m away. Artificial lighting will be used for as short a duration as possible and directed on the immediate area of works.
- Artificial lighting will avoid being directed onto nearby watercourses or habitats as far as is safe and reasonably practicable.
- Plant, machinery and equipment will be fitted with effective silencers where available utilised for the works. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.

- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- All ancillary plant such as generators will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

General Mitigation:

- 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.
- 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. If required, NatureScot will be contacted for advice.

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

Excavation is required as part of the verge reinforcement and grip cutting works; however, this will be restricted to the A82 trunk road boundary. Some localised soil exposure/disturbance will occur along carriageway verges, due to minor excavation to facilitate the works; however, this will not result in any change to local soil make-up, and standard working practices will highly limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- Any soil excavated will be reused within the scheme.
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section 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

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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:

- 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 will be available for inspection. A copy of the Duty of Care paperwork will be provided 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 undertaken where possible, 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.
- The following Low Risk Waste Activity 9 (LRWA9) conditions will be adhered to for all ditching works where the waste is not being removed from site:
    - Waste will be produced by a dredging activity that is authorised by General Binding Rule (GBR) Registration or Permit.
    - Waste will be deposited at the same site where it was produced.
    - Waste will not be left on the banks such that its placement heightens the banks of any river, burn, ditch or loch.
    - Large items, litter, or fly-tipped waste will be removed from the dredged materials and transported to a suitably authorised site by a registered transporter of waste.

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 works have the potential to cause adverse noise and vibration impacts for local receptors 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 existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The works will employ a daytime working pattern, and due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

Works will be completed over 15 days, approximately, and move progressively along the 630m stretch of the A82 carriageway. Works will be conducted utilising a daytime working pattern. Noise is not likely to be a defining feature of the works based on the proposed activities and potential to induce worst-case scenario noise and vibration will be intermittent, temporary and short-lived.

The following mitigation measures will be put in place:

- Local residents that are likely to be affected by the works will be notified of the works in advance, likely by 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 1974, will be employed at all times to reduce noise to a minimum.
- Drop heights from vehicles and machinery will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- 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 personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- 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 may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated delays due to TM measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts.

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

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from daytime works to nighttime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- 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:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Activities Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water are detailed in the SEMP and will be 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.

- Appropriate measures will be implemented during operations to limit the potential for wastes (i.e. soil) and materials (i.e. aggregate material) to enter any gullies present on site. On completion of operations, 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 bowsers will be stored on an impermeable area and will 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 will 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

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the

nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- 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 disposed at local facilities.

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

Small areas of the A82 carriageway within scheme extents are recorded as having low to high risk (0.1% to 10% chance each year) of surface water and small watercourse flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A82 trunk road boundary and TM will be designed in line with existing guidance. TM will consist of lane closure with temporary traffic lights. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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 of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the LLTNP Planning Portal identified no approved planning applications within 300m of the scheme, in the last two years.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are noted as being planned on this area of the A82 trunk road at the same time as this scheme. Due to the timing and nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

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 relating to TM. 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 RoD, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

The HRA completed to assess potential impacts of the works. This assessment concluded that there would be no AESI on the qualifying features.

# 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) are situated in whole or in part in the 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:**

- Works are restricted to the excavation and reinforcement of verges, and cutting of grips for drainage, with all works restricted to made ground on the A82 trunk road.
- Construction activities are restricted to an area of 0.19ha, along a 630m stretch of the A82.
- The works will be temporary, transient, localised, and completed during daytime hours on a rolling programme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- The edge of the road has severely deteriorated due to stagnant water and inadequate drainage. Addressing these issues will result in safer conditions for road users.
- 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 during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.

**Location of the scheme:**

- The scheme extent is located within LLTNP. Consultation with LLTNP will be carried out prior to works with any recommendations from the National Park Authority to be implemented into the works design. Furthermore, works will not commence until the LLTNP authority have authorised the works.
- The scheme is located within the existing A82 trunk road boundary and as such, no land take will be required.

- The scheme is located approximately 55m west of the River Tay SAC. The assessment concluded that there would be no AESI on the qualifying features.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

**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.
- Any excavated soil will be reused on site.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the A82 verge improvement works, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be of short duration and daytime works will be completed on a rolling programme.
- 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.

# References of supporting documentation

Habitats Regulations Appraisal Proforma – A82 Tyndrum Cemetery Corner (September 2026)

# 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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