



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 Arnburn SPHN

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake the felling of larch (*Larix* spp.) trees infected by ramorum disease (*Phytophthora ramorum*) along a 340m section of the A82 trunk road.

A Statutory Plant Health Notice (SPHN) has been issued by Scottish Forestry for a 1.8ha area of woodland affected by ramorum disease, with the objective of preventing further spread into adjacent woodland.

The works will be undertaken in two phases:

- **Phase 1** is programmed for completion in Financial Year 2025/26 and will involve clear felling along the northbound (NB) side of the A82. This phase is expected to take up to three nights to complete and will be carried out using a nighttime working pattern (19:00 - 06:00).
- **Phase 2** is programmed for Financial Year 2026/27 and will involve the felling of approximately 120 trees along the southbound (SB) side of the A82 and approximately 1,400 trees along the NB side. This phase is expected to take up to two weeks to complete and will be carried out using a nighttime working pattern (19:00 - 06:00).

All trees within the SPHN area, including those not infected by ramorum disease, are expected to be removed due to the density of the woodland, which makes retention of non-larch trees impracticable. In total, approximately 18,000m² of vegetation will be removed.

The programme is subject to change, with the SPHN remaining valid until 31 August 2026.

Traffic management (TM) will comprise a full closure of the A82 with amnesties. Access for emergency vehicles 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 periphery of the hamlet of Aldochlay approximately 2.5km south of Luss in the Argyll and Bute Council administrative area (Figure 1).

The scheme has the following National Grid References (NGRs): NS 35782 90419 - NS 35750 89693.



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.

The scheme does not fall within or within 10km of an Air Quality Management Area (AQMA) ([Scotland Environment](#)).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the scheme ([Air Quality in Scotland](#)). Stations nearest to the scheme record air quality to be within the 'green zone' ([Low Index 1-3](#)).

One Scottish Pollutant Release Inventory (SPRI) site (which records air pollutant releases) is located within 10km of the scheme ([Scotland's Environment](#)). *Auchencarroch landfill, Jamestown* is a waste and waste management facility which lies 10km southeast of the scheme and is noted for monitoring emissions from a range of carbons and hazardous substances.

Baseline air quality for this scheme is primarily influenced by traffic along the A82 trunk road.

Cultural heritage

A desktop study using Historic Environment Scotland's [PastMap](#) has identified the following cultural heritage features within 300m of the scheme:

- *Rossdhu Lodge, North Lodge with Gatepiers and Railings* (LB14454) is a Category B Listed Building and lies 25m east of the scheme.
- *Bandry Cottages With Railings* (LB43959) is a Category B listed Building and lies 210m northeast of the scheme.
- *Rossdhu Garden & Designed Landscape* (GDL00330) lies 25m east of the scheme.

Of lesser cultural heritage value, several Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) lie within 300m of the scheme. The nearest of these is a HER of a military road which lies within the scheme extents.

There are no Words Heritage Sites, Scheduled Monuments, Conservation Areas, Battlefields within 300m of the scheme.

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 located within Loch Lomond National Scenic Area (NSA) ([NatureScot Site Code: 9135](#)). The Loch Lomond NSA shares the same Special Landscape Qualities as LLTNP.

The [Landscape Character Type](#) (LCT) within the scheme extent is recorded as 'Lowland Loch Basin – Loch Lomond & The Trossachs' (LCT No. 236), which has the following key characteristics:

- Expansive loch basin rising to steep-sided hills and mountains to the east and west, and a low ridge to the south.
- Rivers flowing into the loch and their floodplains, with associated gently undulating valley sides, forming an integral part of the basin.
- Indented shores and some pronounced broad promontories on the west coinciding with alluvial fans from water courses flowing into the loch.
- Shoreline of rocky promontories and sand or pebble beach.
- Many wooded islands in the Loch appear to coalesce with shoreline promontories, breaking down the expanse of water visible in loch or shore views to form narrow straits and more intimately scaled areas of water.
- Extensive native oak dominated woodlands fringing the eastern side of the loch and wisps of birch threading up through narrow gullies which cut deeply into bracken/rough grass covered hill slopes.
- Well-settled loch margins with tourism and recreation developments such as chalet parks, golf courses and hotels, some accommodated in former estates.
- A number of small planned estate-influenced settlements on the shores of the Loch and the southern Luss small planned estate village. The settlement of Balloch has a more urban character.
- Loch shores a focus for estates and their designed landscapes with mixed policy woodlands and parkland contributing to the diversity of the loch basin. Twisting dead end road providing access on the east side of the loch, contrasting with the heavily trafficked A82 aligned close to western side of the

loch. Views from these roads to the Loch often restricted by shoreline vegetation. Tourist facilities located close to these routes

- Boating activities including sailing, canoeing, kayaking, and power boats and other sport activities such as jet skis on Loch Lomond. Ferries are a feature of the water bodies.
- Highly scenic landscape composition of island, water and indented shoreline, especially when viewed from surrounding hills and the south of the loch.

The scheme extent is situated within an enclosed landscape characterised by woodland-dominated land use, intersected by rectilinear fields and farms ([HLAmap](#)). Loch Lomond lies to the east of the scheme and comprises a large-scale open landscape beyond the A82 roadside tree shelterbelts at the scheme extent.

The A82 trunk road connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for 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. It is single carriageway throughout the scheme extent.

Biodiversity

Loch Lomond Woods Special Area of Conservation (SAC) ([NatureScot Site Code: 8298](#)) lies approximately 450m northeast of the scheme at its nearest point.

Loch Lomond Special Protection Area (SPA) ([NatureScot Site Code: 8531](#)) lies approximately 450m northeast of the scheme at its nearest point and overlaps with the Loch Lomond Woods SAC in proximity to the scheme.

Loch Lomond Ramsar site ([NatureScot Site Code: 8437](#)) lies approximately 3.6km southeast of the scheme at its nearest point and overlaps the SAC in proximity to the scheme.

A Habitats Regulations Appraisal (HRA) Proforma has been undertaken to robustly assess the potential for Likely Significant Effects (LSE) and Adverse Effects on Site Integrity (AESI) on the designated features, both alone and in combination with other plans and projects. For further details, refer to the "Biodiversity" section under Description of Main Environmental Impacts and Proposed Mitigation below.

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 any of the sites ([SiteLink](#)).

The NBN Atlas holds no records of invasive or injurious weed species (as listed in the northwest Network Management Contract (NW NMC)).

Transport Scotland's Asset Management Performance System (AMPS) also returned no records of invasive and/or injurious plants (as listed in the NMC) along the A82 within the vicinity of the scheme extents.

The scheme extent lies within an area surrounded by high-value habitats, comprising mixed woodland and Loch Lomond, which lies approximately 30m to the east of the scheme. The surrounding woodland provides structurally diverse habitat, including mature trees, understorey vegetation, and potential resting and foraging opportunities for protected species. Loch Lomond and associated riparian corridors also provide potential commuting and foraging routes for semi-aquatic mammals, increasing the ecological sensitivity of the receiving environment.

Woodland flanking the A82 at the scheme extent is recorded on the Ancient Woodland Inventory (AWI) as ancient woodland of semi-natural origin. Woodland beyond the immediate scheme area is recorded as long-established woodland of plantation origin ([Scotland's Environment](#)).

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

A Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment (PRA) was undertaken by the BEAR Scotland NW Environment Team on 13th February 2026.

Geology and soils

The scheme does not lie within, or within 300m of, a Geological Conservation Review Site (GCRS) or a geologically designated SSSI ([NatureScot Sitelink](#)).

The scheme extents traverse the following superficial deposits ([BGS Geology Viewer](#)):

- Glaciofluvial sheet deposits-sand and gravel.
- Alluvial fan deposits-sand, gravel and boulders
- Till-Diamicton.
- Glaciofluvial ice contact deposits-gravel, sand and silt.

Bedrock within the scheme extent is comprised of Bullrock Greywacke Member (psammite and pelite) which is a metamorphic bedrock ([BGS Geology Viewer](#)).

The major soil groups found within the scheme are brown earths ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on [Scotland's Peat Map](#). Class 0 are mineral soils with no peat present.

Material assets and waste

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

- Chainsaws
- Pole saws
- Oil for machines

Waste arisings from the works will consist of timber, which will be removed to a licenced waste management contractor in line with the SPHN, timber not infected by ramorum disease may be retained within biodiversity piles.

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.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) ([TNAP](#)).

L_{DEN} or 'day, evening, night average noise levels' are modelled within the scheme extent. Noise levels are recorded as being between 65 and 70dB on the road at the scheme ([ScotGov](#)).

The baseline noise and vibration levels at the scheme extent are primarily influenced by vehicles travelling along the A82 trunk road.

The A82, within the scheme extents, is a single carriageway with the national speed limit (60mph) applying throughout. A Transport Scotland manual traffic counter (Site: ATC08084, A82 Arburn Farm Loch Lomond) located 500m south of the scheme recorded an annual daily total (ADT) of 10,478 motor vehicles in 2025, of which 9.3% were heavy goods vehicles (HGVs).

Population and human health

One terraced dwelling lies within 300m of the scheme. The terrace comprises three properties and is located approximately 210m to the northeast of the scheme. These properties are provided moderate screening from the scheme extent by intervening woodland.

The grounds of Loch Lomond Golf Course lie approximately 200m to the southeast of the scheme and are screened from view by intervening woodland.

One junction leading to a local road lies within the scheme extents.

There are no non-motorised user (NMU) facilities along the A82 within the scheme extents. Laybys lie either side of the A82 immediately north of the scheme.

One Core Path (RCR40) runs parallel to the scheme extent at a distance of approximately 15m to the east ([LLTNP](#)).

There are no walking routes ([WalkHighlands](#)) or National Cycle Network Routes ([OS Maps](#)) within 300m of the scheme extents.

Road drainage and the water environment

Loch Lomond (South) (SEPA ID: 100257) is a classified waterbody by the [Scottish Environment Protection Agency](#) (SEPA) under the Water Framework Directive 2000/60/EC (WFD) and lies 30m east of the scheme. Loch Lomond (South) was assigned a condition of 'moderate' in 2024.

Several minor, unclassified waterbodies - comprising tributaries and drainage channels - are culverted beneath the A82 within the scheme extent. All of these watercourses ultimately discharge into Loch Lomond, located to the east of the scheme.

In addition, a number of minor unclassified tributaries and drains lie within 300m of the scheme.

The works lie within the 'Cowal and Lomond' (ID: 150689) groundwater body, which has been classified by the [SEPA](#) as 'good' and is also a Drinking Water Protected Area ([DWPA](#)) (ground and surface).

The SEPA Indicative Surface Water Flood Map identifies sections of the A82 within the scheme extent as being at high risk of surface water flooding and from small

watercourses, with an annual exceedance probability of 10% (i.e., a 1-in-10-year chance of flooding at these locations) ([SEPA](#)).

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 \(transport.gov.scot\)](https://www.transport.gov.scot/guidance-environmental-impact-assessments-for-road-projects)).

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 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).

Cultural heritage

Although the works are not located within, or in close proximity to, cultural heritage features of statutory protection, they will be undertaken within the verge of the A82, where there is a theoretical potential for previously undiscovered artefacts to be encountered. However, such discoveries are considered unlikely due to the absence of excavation works. It is therefore assessed that the proposed works will not adversely affect the value of cultural heritage interests, provided the following mitigation measures are implemented:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. Historic Environment Scotland (HES) will be contacted as required.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

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

Landscape and visual effects

The works are located within the boundaries of LLTNP and the Loch Lomond NSA and will involve the felling of trees infected by ramorum disease. The works will result in a localised, medium to long-term change to landscape character along this section of the A82 due to the removal of woodland. However, the felling is required to prevent the further spread of disease and to safeguard the integrity and continuity of surrounding woodland that is not affected. As such, while there will be alteration to landscape character, the works are anticipated to contribute to the long-term conservation and resilience of the landscape within both the LLTNP and the Loch Lomond NSA. Both the National Park Authority and NatureScot will be notified prior to commencement of the works.

In addition, there will be a short-term effect on landscape character and visual amenity arising from the presence of construction plant, vehicles and traffic management. However, the works are of limited duration, will be undertaken in two discrete phases, and will be confined to land owned by Transport Scotland and the Scottish Ministers.

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.
- Advice from both the National Park Authority and NatureScot will be sought, and all recommendations received will be fully implemented as part of the works.
- Tree felling and vegetation clearance will be kept to the minimum amount necessary to ensure the spread of the disease is controlled and safety of the trunk road is maintained.
- 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 Loch Lomond Woods SAC, Loch Lomond SPA and Loch Lomond Ramsar site. Consequently, a pre-application consultation with NatureScot and an HRA Proforma, have been undertaken to determine the effects of the proposed works on the qualifying features of these European Sites. Consultation with NatureScot and HRA Proforma concluded that that the proposed activities would not result in LSE on all qualifying features of Loch Lomond Woods SAC, Loch Lomond SPA and Ramsar site.

Vegetation clearance will be strictly confined to the area specified within the SPHN. While the works will result in the loss of vegetation, they are not expected to cause fragmentation or disrupt ecological connectivity with the surrounding woodland habitat. The SPHN area represents a small proportion of the wider woodland, and therefore habitat for species of conservation concern will largely be retained. Furthermore, ecological surveys undertaken on 13 February 2026 did not identify any permanent shelter or resting sites for species of conservation importance within the SPHN area.

Activities undertaken on site could potentially cause temporary adverse effects on local biodiversity due to increased vehicle presence, noise, and the potential for disturbance to protected species or pollution of habitats. However, the works are confined to a narrow strip of land along the A82 carriageway, and the number of construction vehicles and personnel required is low relative to the scale and scope of the works. Species in the surrounding area are likely to be habituated to typical noise and visual disturbance associated with traffic along the A82. Furthermore, the works will progress sequentially along the carriageway, allowing mobile species to move away from the active works area. Undertaking the works in two discrete stages also provides an opportunity for species to adapt to temporary disturbance. Considering the ecological survey data, the constrained location of the works, and the limited duration, the potential for significant disturbance to species within the construction area is therefore assessed to be low.

Rhododendron is prevalent within the scheme extents which will be treated as per BEAR Scotland 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.
- Pre-works protected species checks, such as nesting birds, will be undertaken prior to the works commencing.
- Clearance will be strictly confined to the SPHN area. Should any trees outside the SPHN be discovered to be infected during the works, this will be reported immediately and managed in accordance with Scottish Forestry guidance under a new SPHN (if deemed to be required).
- 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 outside of immediate working area as far as is safe and reasonably practicable.
- Where works are undertaken during the general bird breeding season (March to August inclusive), nesting checks will be carried out 2 weeks and again 48 hours prior to the commencement of 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 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 disposed of in a licenced waste facility as per SPHN. Timber not affected by the disease may be left in a biodiversity pile within the scheme extents. 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 and the following mitigation measures will be put in place:

- Equipment and machinery will be sourced from recycled origins as far as reasonably practicable within the design specifications.

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 not affected by disease will be disposed of appropriately in line with the NW NMC (Schedule 5, Appendix 0/1, 3010SR Maintenance of Established Trees and Shrubs).
- Any trees exceeding 5m³ that fall outside the scope of the SPHN, if felled on third-party land, will require a separate felling licence from Scottish Forestry.
- 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 generate noise and vibration from the use of plant, machinery, and construction vehicles. However, the works are not located within a CNMA, and the proximity to the A82 carriageway means that local residents are likely to have a degree of tolerance to typical road-related noise and disturbance. The works will be undertaken in two phases, with Phase 1 lasting up to three nights and Phase 2 approximately two weeks. Activities with the potential to produce worst-case noise and vibration impacts will be intermittent, temporary, and short-lived. In addition, properties near the scheme are screened from the works by intervening woodland. Given the short duration, localised nature, and transient character of the works, noise impacts are anticipated to be temporary and of minor significance.

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 local authority Argyll and Bute Environmental Health Officer (EHO) will be notified of the works.
- Where possible, noisy activities will be completed by 23:00.
- 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 off-peak full A82 closure with amnesties. Access to emergency vehicles and NMU facilities which lie within 300m of the schemes will be maintained.

Properties nearest to the scheme lie 210m from the works and are screened by woodland. However, the works are undertaken during the nighttime hours which may disrupt local residents.

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 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 (if required) will be conducted at least 10m away from watercourses, drains and waterbodies. If left on site, chippings and habitat piles 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 bowsers 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 its 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 high likelihood (e.g., each year this area has 10% likelihood of flooding) of 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.

TM will utilise off-peak full A82 closures with amnesties. In addition, diversion route will be in place. Local residents will be notified of working hours and provided with appropriate contact information. Emergency vehicles and pedestrians or other NMUs will be accommodated within the traffic management setup. Considering the above the potential risk of impact to local road users is considered to be low.

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.

The works are expected to deliver a beneficial outcome for both road users, by reducing the risk of tree failure adjacent to the carriageway. As the works will be limited to removal of trees 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.

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. One planning application for the erection of a dwelling house within 300m of the scheme has been submitted and is currently awaiting approval. Although overlap between the planning application works and the scheme is considered unlikely - given that the proposed development is on a local road outside the scheme extents and is of minor scale and short duration - it is considered improbable that the scheme will give rise to significant cumulative or in-combination effects with other existing or future developments, due to the localised and short-term nature of the works.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the A82 trunk road within proximity at the same time as this scheme. Due to the 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 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.

The works are required to control the spread of ramorum disease to woodland outwith the SPHN area. The cumulative number of trees and areas of vegetation removed will be recorded to inform future compensatory planting at appropriate locations.

Opportunities for replanting within the trunk road boundary in proximity to the schemes are highly limited. Therefore, BEAR Scotland will seek to identify alternative suitable locations for compensatory planting, in consultation with Transport Scotland.

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 ecological connectivity with the Loch Lomond Woods SAC, Loch Lomond SPA and Ramsar site. The HRA concluded that the proposed activities will not result in LSE on the qualifying features of Loch Lomond Woods SAC, Loch Lomond SPA and Ramsar site provided that relevant standard mitigation measures are in place.

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 and Loch Lomond National Scenic Area which both are sensitive areas 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 limited to the removal of larch trees infected with ramorum disease. A Statutory Plant Health Notice (SPHN) has been issued, with a validity period until 31 August 2026. Due to the safety concerns, non-diseased trees within the boundary of the SPHN may be removed. In total 18,000m³ of vegetation is to be removed.
- Construction activities are restricted to 340m long sections along A82 with working area of 1.8ha.
- The works will be undertaken outwith the peak hours over two phases with Phase 1 being three nights and Phase 2 two weeks.
- Considering the survey data, the works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- TM will utilise off-peak full A82 road closure with amnesties. A diversion route will be in place.
- The risk of major accidents or disasters is considered to be low.
- The works are mandatory to control the spread of ramorum disease affecting larch trees and to protect unaffected trees within the wider area. As such, the works are expected to deliver a beneficial outcome for both road users, by reducing the risk of tree failure adjacent to the carriageway, and local biodiversity, by removing a source of disease and supporting the long-term health of surrounding woodland.
- As the works will be limited to removal of trees 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:

- Loch Lomond Woods SAC, Loch Lomond SPA and Ramsar site lie with ecological connectivity to the scheme extents. A HRA Proforma was completed and concluded that the works will not result in LSE with standard mitigation measures in place. Pre-application consultation with NatureScot has confirmed that the proposed works will not result in a LSE on the identified European sites.
- The scheme is located within the land owned by Transport Scotland and Scottish Ministers and as such, no land take will be required.

- The scheme extent is located with LLTNP and Loch Lomond NSA. Advice from both the National Park Authority and NatureScot will be sought, and all recommendations received will be fully implemented as part of the works.
- There are no Cultural Heritage of licensable nature located within the scheme extents.
- The woodland subject to the works is noted as ancient of semi-natural origin. No trees within the works scope are covered by TPO.
- One terraced dwelling lies approximately 210m to the northeast of the scheme and is screened by intervening woodland.

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.
- Pre-works checks will be undertaken prior to the works commencing.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Rhododendron will be managed according to the BEAR Scotland NW Landscape Management Plan.
- Impacts of environment are expected to be positive due to removal of diseased trees. The works will also remove dead trees which are hazardous to users of the A82 at the scheme extents. Therefore, the works are expected to result in positive impacts on local biodiversity, road users and human receptors following the works.
- 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.
- No in-combination or cumulative effects have been identified.

References of supporting documentation

Habitats Regulations Appraisal (HRA) Proforma A82 Arnburn SPHN, BEAR Scotland. February 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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