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Environmental Impact Assessment Record of Determination

A82 North of Firkin Point

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works with a mixed depth inlay along a 615m stretch of the A82 trunk road, covering a total area of 0.57ha, approximately 0.6km north of Firkin Point.

Key plant and equipment to be used on site include a paver, planer, 3CX JCB, two rollers, bowser, road sweeper and an emulsion sprayer. A welfare unit with a generator will be established on site within traffic management (TM), and heavy goods vehicles (HGVs) will be required for the transport of materials and waste.

The resurfacing procedure is as follows:

- Set up TM and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Remove TM and open road

The works are scheduled for delivery within the 2026/27 financial year. The scheme is currently set to commence on the 13th of September 2026 for a duration of nine nights, between the working hours of 19:00 – 06:00. However, changes to the programme may result in revised start dates or working hours.

TM will consist of two-way traffic lights (TTLs) and a convoy system, within working hours. No site compound is required as access will be gained through TM. Should the programme be revised, the TM arrangements may also be subject to change.

Location

The scheme is located on a rural stretch of the A82 approximately along Loch Lomond, 0.6km north of Firkin Point, within the Argyll and Bute Council Administrative area, between the following National Grid References (NGRs): Start: [NN 33436 01367](#); End: [NN 33147 01915](#) (Figure 1).

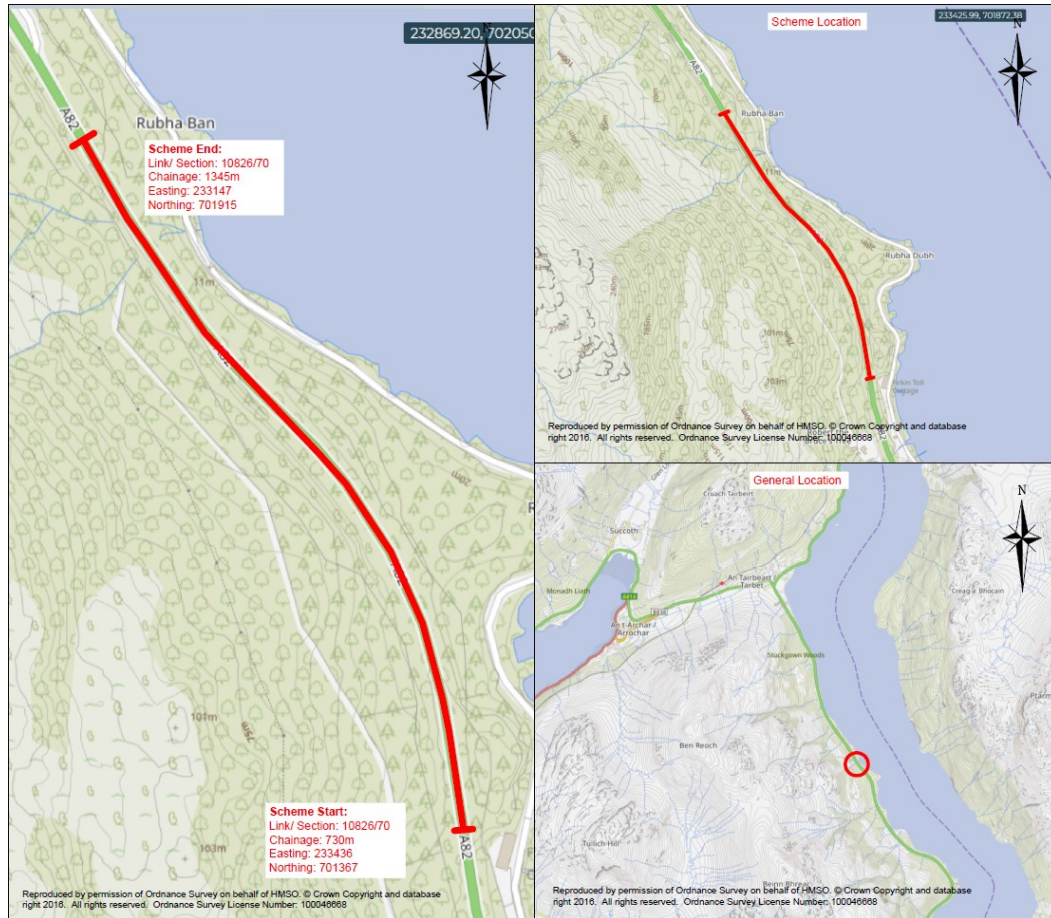


Figure 1: Scheme Location

Description of local environment

Air quality

The scheme does not fall 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](#)).

No sites listed on the Scottish Pollutant Release Inventory ([SPRI](#)) are located within 10km of the scheme.

Baseline air quality for this scheme is primarily influenced by traffic along the A82 trunk road and recreation activities associated with the shore of Loch Lomond.

Cultural heritage

A desktop study using Historic Environment Scotland's [PastMap](#) has not identified any Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites within 300m of the scheme.

Of lesser cultural value, the scheme lies within 300m of several Historic Environmental Records (HERs), the closest of which are located within the scheme's footprint:

- Walkover Survey: Arrochar Parish, Loch Lomond, Argyll & Bute
 - Classification: Archaeological Event Record
 - Reference: 6255
- Dumbarton - Tarbet - Inveraray - Tyndrum Military Road
 - Classification: Military Road
 - Reference: 21658

The closest National Record of the Historic Environment (NRHE) lies approximately 170m southwest of the scheme:

- Allt Stuc An T-lobairt Bridge
 - Classification: Bridge (Period Unassigned)
 - Reference: 150450

Works are restricted to previously engineered ground within the A82 and construction of the A82 is likely to have removed all cultural heritage features of significant value. As such, this receptor has no constraints (as identified on the Environmental Baseline) that are likely to be impacted by the proposed works. Therefore, 'cultural heritage' is scoped out and is not discussed further within this Record of Determination (RoD).

Landscape and visual effects

The scheme is situated within Loch Lomond and The Trossachs National Park (LLTNP) (NatureScot site code: [8621](#)). LLTNP has 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 Loch Lomond National Scenic Area (NSA) (NatureScot site code: [9135](#)). The Loch Lomond NSA shares the same special landscape qualities as LLTNP.

The scheme lies within the Landscape Character Type ([LCT](#)) 234, 'Straths and Glens with Lochs' which has the following key characteristics:

- Strongly enclosed by steep and often rugged hill slopes with lochs filling much of the space between, leaving only a narrow flatter margin against the loch shore.
- Lochs generally long and narrow.
- Narrow passes occur between some lochs. Subtle promontories and narrow beaches feature on loch shorelines, – these particularly appreciated in long views down the length of the lochs. Modification of natural lochs and water catchments in the Park, giving rise to a variety of structures including dams and aqueducts – many of these comprise distinctive 19th Century structures.
- Settlements often located at the head of lochs and major through roads are aligned through some of these glens and straths.

- Scattered traditional dwellings or clusters of buildings usually located close to alluvial pastures at the intersection with side glens and water courses on some loch shores.
- Tourism and recreation facilities along loch shores.
- Highland-type designed landscapes, grand houses, hunting lodges and associated features, policies and parklands occupy prime loch shore positions. Pier and timber boat houses are a common feature in association with houses and estates particularly on Loch Ard.
- Lochs are highly visible, with roads and cycle/walking routes aligned close to their shores.
- Long views are possible across open water to the Highland Summits and the combination of craggy towering hills and smooth water is an essential component of the scenic richness of the National Park

The scheme lies within the 'Managed Woodland' habitat type, which consists of ancient woodland and broad-leaved species or native pine ([HLA Map](#)).

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 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

The scheme lies directly adjacent to the Loch Lomond Woods Special Area of Conservation (SAC) (NatureScot site code: [8298](#)).

The scheme lies within the West Loch Lomondside Woodlands Site of Special Scientific Interest (SSSI) (NatureScot site code: [1609](#)).

Due to the ecological connectivity between the scheme and Loch Lomond Woods SAC and West Loch Lomondside SSSI, a Habitats Regulations Appraisal (HRA) has been undertaken. Refer to the relevant assessment section below for more details.

No other SSSIs, National Nature Reserves (NNR) or Local Nature Reserves (LNRs) lie within 300m of the scheme ([SiteLink](#)).

Numerous bird species were also recorded on NBN Atlas under the same search criteria noted above. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas holds records of the following injurious weeds using the same search criteria:

- Common ragwort (*Jacobaea vulgaris*)
- Rosebay willowherb (*Chamaenerion angustifolium*)

Transport Scotland's Asset Management Performance System (AMPS) confirmed no records of invasive and/or injurious plants (as listed in the NMC) along the A82 within 300m of the scheme extents.

The surrounding habitat to the scheme consists of mixed woodland, a steep rock cliff to the west of the scheme and Loch Lomond approximately 40m northwest of the scheme.

There are several areas of woodland listed on the Ancient Woodland Inventory ([AWI](#)) within 300m of the scheme, the closest of which is an unnamed, ancient (of semi-natural origin) woodland which encompasses the entirety of the scheme.

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

An Ecological Constraints Survey (ECS) was undertaken by the BEAR Scotland Environment Team on 29/06/2026 covering a 200m buffer surrounding the scheme.

Geology and soils

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

The local soil type is recorded as brown soils and humus-iron podzols ([Scotland's Environment](#)).

Bedrock geology within the scheme extent is classed as 'Beinn Bheula Schist Formation-Psammite and pelite' and there are no superficial deposits recorded ([Geology Viewer](#)).

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.

Works will be restricted to previously engineered ground within the A82 trunk road boundary. Therefore, this receptor has no constraints (as identified in Environmental Baseline) that are likely to be impacted by the proposed works and as such, 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The proposed scheme is required for general maintenance of the A82. Material used will consist of:

- TS2010 10mm aggregate
- AC20 40/60 Binder
- Milled in road studs
- Thermoplastic road marking paint
- Bituminous emulsion bond coat

The value of the scheme exceeds £350,000; therefore, a Site Waste Management Plan (SWMP) is required and will be completed as part of these works.

Site compound is not required for the proposed works as access will be gained through TM.

Wastes are anticipated to be primarily planings from the carriageway surface course which will be recycled under SEPA Approved Methods.

Noise and vibration

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

Modelled day-evening-night average noise levels (Lden) along the A82 within the scheme extent range between 60 dB and 70 dB ([Scotland's Environment](#)).

The baseline noise and vibration levels at the scheme extent is primarily influenced by vehicles travelling along the A82 trunk road and recreation activities associated with the shore of Loch Lomond.

Population and human health

There are approximately four residential properties within 300m of the scheme, the closest of which lies 15m east of the scheme. However, visual and acoustic screening is provided by woodland surrounding the A82.

Within the scheme extent, one layby lies on the north end of the scheme, on the northbound carriageway.

There are no other public assets such as street lighting, public pathways, bus stops or junctions present within the scheme extent.

Core Path RCR40 runs parallel to the scheme. The closest section of the path is located approximately 15m east of the carriageway of the A82 and is separated from the road by a tree shelterbelt ([LLTNP](#)).

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

The A82 within the scheme extents is a single carriageway road with the national speed limit (60 mph) applying throughout. Transport Scotland's traffic count site 'ATC0811', located approximately 100m northwest of the scheme extents, recorded an Annual Daily Traffic (ADT) flow of 9,502 vehicles in 2025, of which 19% were heavy goods vehicles (HGVs).

TM will involve two-way traffic lights (TTLs) and a convoy system, within working hours.

Road drainage and the water environment

The scheme is underpinned by the Cowal and Lomond groundwater (ID: 150689), in the Scotland river basin district. It is 1163.0 square kilometres in area and was given an overall status of 'Good' in 2024 by the [Scottish Environment Protection Agency](#) (SEPA) under the Water Framework Directive 2000/60/EC (WFD).

Loch Lomond (North) is a lake (ID: 100339) and a classified waterbody by SEPA which lies 40m east of the scheme. Loch Lomond (North) was given an overall status of 'Good ecological potential' in 2024 by SEPA.

Three watercourses (Unclassified by SEPA) lie within 300m of the scheme, one of which appears to be culverted beneath the scheme.

There are two areas within the scheme extent that have a high likelihood (10% chance) of flooding due to surface water and small watercourses flooding ([SEPA Flood Maps](#)).

Climate

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

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

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

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

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions 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 quality 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 a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) 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.
- 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.
- 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 risks 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 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. However, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A82, and the works will be undertaken at night on a rolling programme over nine nights. As such, the visual impact of the resurfacing works will be somewhat reduced and there will be no residual impacts (i.e., when complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change).

The works are located within both the LLTNP and the Loch Lomond NSA. LLTNP have been notified of the works and did not have any additional mitigation measures to add. Additionally, due to the temporary and like-for-like nature of the works, no change to these areas designated for landscape quality/character will occur.

To mitigate any potential impacts as much as possible, the following 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, 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 proposed works are restricted to the resurfacing and structural maintenance of the A82 trunk road boundary. The works are minor in nature and will move progressively along the scheme extent. However, the scheme lies directly adjacent to the Loch Lomond Woods SAC and as such, an HRA was conducted. The HRA concluded that the works would not result in adverse effects on site integrity (AESI) based on the following reasons:

- No works will take place within the boundary of the SAC and no in-water works are required.
- No works will take place within the qualifying upland oak woodland habitat of West Loch Lomondside Woodlands SSSI.
- The combination of distance and dilution effects significantly limits hydrological connectivity between the area of works and the SAC/SSSI.
- The qualifying woodland habitat is immobile in nature and as such, is confined to the footprint of the SAC and SSSI.
- Standard good practice measures to prevent pollution will be implemented during construction.
- There are no cumulative or in-combination effects of the scheme on the designated sites.
- The works are temporary and of short duration and restricted to the trunk road boundary.
- Toolbox Talks will be included in the Site Environmental Management Plan (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 to avoid animals becoming trapped.
- 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.
- If artificial lighting is required, it will be used for as short a duration as possible and will be directed on the immediate area of works and away from watercourses and suitable bankside habitat 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

Activities associated with the resurfacing works undertaken on site could potentially have a temporary adverse impact on biodiversity in the wider area as a result of an increased vehicle presence and the potential for noise and light disturbance to protected species and pollution of habitats. However, works are restricted to the A82 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of the works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82. The scheme is of short duration (nine nights) and will be undertaken on a rolling programme. Given existing traffic-related noise and visual disturbance, the risk of ecological disturbance is considered to be low.

No other ecological signs of other protected species were noted within the survey.

All works will be restricted to the A82 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme and 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. As such, there is limited potential to spread INNS, invasive native perennials, or injurious flowering plant species, should these be present in adjacent verges.

An application for SSSI consent has been submitted to NatureScot. No works will take place until SSSI consent is obtained. There is one area of ancient woodland that encompasses the scheme; however, works are restricted to the existing A82 trunk road boundary and no tree felling or vegetation clearance is required as part of the proposed works.

Pollution controls and good practice measures to reduce impacts of works on the local environment will also be detailed in the SEMP and adhered to on site.

The following mitigation measures will be put in place to minimise impacts on biodiversity features in the area:

- No tree felling is permitted.
- 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.
- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- 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.

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:

- Due to the scheme exceeding a value of £350,000 a Site Waste Management Plan (SWMP) will be completed.
- 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 road planings will be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- 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 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 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.
- If appropriate, warm asphalt mix asphalt mix will be used as standard.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause disturbance via noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Resurfacing and general maintenance works will be completed at night (nine nights) on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. 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.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) within 300m of residential properties will be completed before 23:00.
- The Environmental Health Officer (EHO) from Argyll and Bute Council will be notified of works.

- Local residents (i.e., those within 300m) will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, 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 personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- 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 may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures.

Road users will be informed of works through a media release, which will provide details of construction dates and times. Full road closures are not required and the works will be of limited duration and will move progressively along the full scheme extent.

Four properties are located within 300m of the scheme. The nearest property lies approximately 15m east of the scheme and is screened by woodland. Despite screening being present, works are being undertaken at night; therefore, there is

potential for a level of disturbance from noise, vibration and the additional construction lighting. 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.
- Construction lighting will consider the need to avoid illuminating the surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Given the proximity of residential properties to the scheme extents, the Toolbox Talk TTN-042 'Being a Good Neighbour' will be briefed prior to the works commencing.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from night-time works to daytime works) will be communicated to local residents throughout the programme.
- 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 proximity to watercourses, 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 Environmental Authorisations (Scotland) Regulations (EASR) 2018 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.
- 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.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- 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 will be removed, double bagged and taken off site as special 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

Construction 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. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to its Carbon Management Policy.
- If appropriate, the works will utilise the use of warm mix asphalt (WMA) for binder layer in favour of hot mix asphalt (HMA).
- 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 local waste management 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

The works will be undertaken outwith the heavy rain events where possible. Works are restricted to areas of made ground of the A82 trunk road, with access to the scheme gained via the A82. TM will involve TTLs and a convoy system, within working hours only (19:00 – 06:00). Local residents will be notified of working hours and be provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs

Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

The works will not result in any change in vulnerability of the A82 carriageway or active travel route to risk, or in severity of major accidents/disasters that would impact on 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 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.

The proposed works will take place entirely within the A82 trunk road boundary at the scheme extents noted above. A search of the [LLTNP Planning Portal](#) has been undertaken for other plans and projects which revealed that no planning applications which have been approved within the last six months are within 300m of the scheme. As such, there are no plan or projects that will have any anticipated in-combination effects.

Additionally, a search of the [Road Works Commissioner](#) identified that there are no roadworks planned for the same period as the proposed works and no cumulative or in-combination 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 traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have significant cumulative effects 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 of the environmental receptors as a result of the proposed works.

The HRA concluded that the works will not result in AESI on the qualifying features of the designated site.

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 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 of LLTNP, Loch Lomond NSA and West Loch Lomondside Woodlands SSSI which 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:

- Works are restricted to the like-for-like replacement of worn road surface with all works restricted to made ground of the A82 trunk road.
- All construction activities restricted to an area of 0.57ha along a 615m stretch of the A82 trunk road.

- The works will be temporary, transient, localised and completed during nighttime hours on a rolling programme, with the aim to complete the noisiest works within 300m of residential properties by 23:00.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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
- Removal of the carriageway defects will provide this part of the A82 carriageway with another life cycle and significantly improve the ride quality which will result in safer conditions for road users.

Location of the scheme:

- The works will be carried out within the existing A82 road boundary and as such, no land take will be required.
- The scheme is located within LLTNP and Loch Lomond NSA, and LLTNP Authority had no additional mitigation measures or comments to add regarding both LLTNP and Loch Lomond NSA.
- The scheme is located within West Loch Lomondside Woodlands SSSI. An application for SSSI consent has been submitted to NatureScot. No works will take place until SSSI consent is obtained.
- The scheme has ecological connectivity with Loch Lomond Woods SAC. The HRA concluded that the works would not result in AESI on the qualifying features.

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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users and human receptors during the operational phase.
- As the works will be limited to the like-for-like resurfacing there will be no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS presence is located on site, measures to prevent potential INNS spread will be implemented.

References of supporting documentation

F656 'Habitats Regulation Appraisal (HRA) Proforma A82 North of Firkin Point'.
BEAR Scotland, July 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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