



- Key:**
- Existing deciduous woodland
  - Existing conifer plantation
  - Watercourse
  - Noise barrier
  - Rock cuts
  - Avenue tree planting
  - New woodland planting
  - New woodland planting (outwith deer fencing)
  - New woodland planting (for Forestry Commission)
  - Proposed CPO line
  - Deer fencing

Clumps of woodland (including a proportion of evergreens) to reinforce screening

Mounding screens views of the road and traffic from adjacent houses and acts as noise barrier

All new planting (other than specimen tree planting) would be with native species typical of the local area, obtained from local sources wherever possible

A 1.8m high timber noise barrier located adjacent to, and to the west of, the western garden boundary of Number 11 Tyndrum Terrace

All surface water drainage from the new road works would pass through detention basins before being discharged to watercourses. The basins would be unlined and have an underdrain so that they act as soakaways

Access to all properties would be maintained

Short avenue to provide informal gateway to the village

Road narrowed and retained as local access

Signs would be erected for Crianlarich community facilities on the A82 before reaching the bypass

Rock cut through ridge

Access to all properties would be maintained

Route in cutting ranging in height from 1.5 to 4m on the east side, depending on the lie of local ground

Any existing forestry drainage severed by the scheme would be picked up in the new drainage system

Opportunities to create rock cuts of geological interest would be exploited where appropriate

New habitats created as part of the landscaping works for the scheme would be designed to enhance the biodiversity of the road corridor

Clumps of scrub woodland where forestry felled, to soften and visually integrate scheme with surroundings

Clumps of scrub woodland to help visually integrate the new road and reinforce screening

Mounding to screen views of the new road and traffic from adjacent houses

Local hoarding, screens or barriers would be erected as necessary to shield particularly noisy construction activities

A low noise road surface would be used for the proposed new route

Gently sloping batters would be used where peat could be at risk of sliding on to the road during heavy rainfall events

Erosion of new soil slopes would be controlled by design of earthworks, drainage and the reinstatement of slopes with planting (if required)

Forestry would be felled to a wind firm edge

Route in a cutting approximately 2.5m deep (east side)

Bund increases effective cutting depth to approximately 5m (east side)

Increased cutting height continued in the form of a road side earth bund approximately 3 to 4m in height

A pedestrian underpass would be constructed under the bypass to accommodate the West Highland Way spur. Signage to the West Highland Way would be reinstated

Scheme drainage measures would be designed to avoid erosion of any new or existing rock exposures and to avoid significant disturbance of local drainage patterns

West Highland Way spur diversion, constructed as a mountain path to blend into the landscape

Access to the West Highland Way spur would be maintained during construction and any diversions well signed

Mounding and easing-out of embankments tapers out in order to minimise length of West Highland Way underpass

All existing crossed watercourses would be culverted at their current location to maintain the existing flow path

Any surface water features affected by the proposals would be made good unless destroyed by construction of the scheme

Culverts would be designed for wildlife in accordance with best practice

Ledges to allow animal passage would be included in the new culverts

Large glacial boulders uncovered by the works that are considered suitable for inclusion in landscaping works would be safeguarded and used

A 2 to 2.5m high earth bund to be located on the east side of the proposed route to provide noise attenuation to properties on the east side of the existing A82

Surface road run-off from the A82 would pass through sustainable urban drainage systems (SUDS) prior to discharge to local watercourses

The detention basins created as part of the site drainage would be designed to benefit nature conservation

All detailed drainage measures would be designed to benefit nature conservation where this is practical and feasible

Lighting would only be used where essential to comply with current safety standards

Prominent conifer retained (if tree healthy)

Redundant areas of road following construction of the new road would be grubbed up as necessary

Mounding to screen views of the new road and traffic from houses on Glenfalloch Road

Clumps of scrub woodland to help visually integrate new road and reinforce screening

Large glacial boulders uncovered by the works that are considered suitable for inclusion in landscaping works would be safeguarded and used

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Lighting would only be used where essential to comply with current safety standards

Prominent conifer retained (if tree healthy)

Redundant areas of road following construction of the new road would be grubbed up as necessary

Temporary signs would be employed to warn drivers in advance about the presence of any queues and anticipated delays during construction

All new land forms to be irregular and hummocky in form, similar to the existing landscape  
 All new woodland to be an open birch/willow scrub as found naturally along adjacent roadsides and railway embankments (except locally where ground conditions are suitable to plant a wider species range for biodiversity reasons and the rear of Tyndrum Terrace, where there is to be a proportion of evergreen and semi-decorative species)  
 Embankments would be generally eased out substantially to help merge new slopes into existing landscape

Drawn by: KM Checked by: AF Date: 09/09

A82(T) Crianlarich Bypass

**NTS Figure 2: Key Features of the Scheme**

Not to scale

