



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A83 Rest and Be Thankful Resurfacing and Drainage**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and drainage works at the A83 carriageway at the Rest and Be Thankful Viewpoint. The works will consist of carriageway resurfacing and reinstatement of road markings throughout the full scheme extent, with drainage works at a partial section within the scheme. The scheme will take place over a length of approximately 3,600m, covering a total area of approximately 2.16ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course to various depths of up to 130mm;
- Lay new surface course;
- Roll surface and allow it to set;
- Mark out lining schedule on site; and
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The drainage works procedure is as follows:

- Lift and clean out concrete drainage chambers.
- Remove contaminated drainage stone and replace with clean drainage stone.
- Inspect and jet pipes. If pipes cannot be cleared and/or are damaged then pipes will be replaced.
- Clean out slot drain at the uplink wall of a sluicing pit (Pit 3b).
- Investigation to confirm drainage is intact when passing utility chambers in the verges. Investigation of utility duct locations at chambers may be required.
- Provide scour protection where appropriate to drainage outfalls into channels. This will likely consist of a shallow trench with a small volume of 100mm rock fill in order to help prevent erosion.
- Investigate provision of fill/concrete surround and covers to existing drainage bypass arrangement to the utilities chamber located at drainage chamber.
- Investigate provision of two new chambers and outfall into two existing drainage channels (Phase 1 and Phase 4A).

These works are required in order to reinstate the A83 surfacing following the removal of a centre line barrier. The proposed resurfacing works will allow the A83 to return to two-way traffic and will provide an improved surface and drainage system for the A83 at this location.

The works are currently programmed to be completed within the 2023/2024 financial year (June 2023 to March 2024 inclusive). Works are expected to be completed over two weeks by utilising a 24-hour working pattern (nightshift for resurfacing works and drainage works during dayshifts); however, changes in the programme may result in the need for alterations.

Traffic management (TM) will consist of 24-hour road closures with a suitable diversion utilising the Old Military Road Local Diversion Route. Resurfacing works will not occur on Friday and Saturday nightshifts and it is proposed that the A83 is reopened over weekends. However, if the programme changes, this may result in amendments to the exact TM requirements.

## **Location**

The scheme is located on the A83 at the Rest and Be Thankful Viewpoint, in the Argyll and Bute Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 24735 04575
- Scheme End: NN 23011 07771

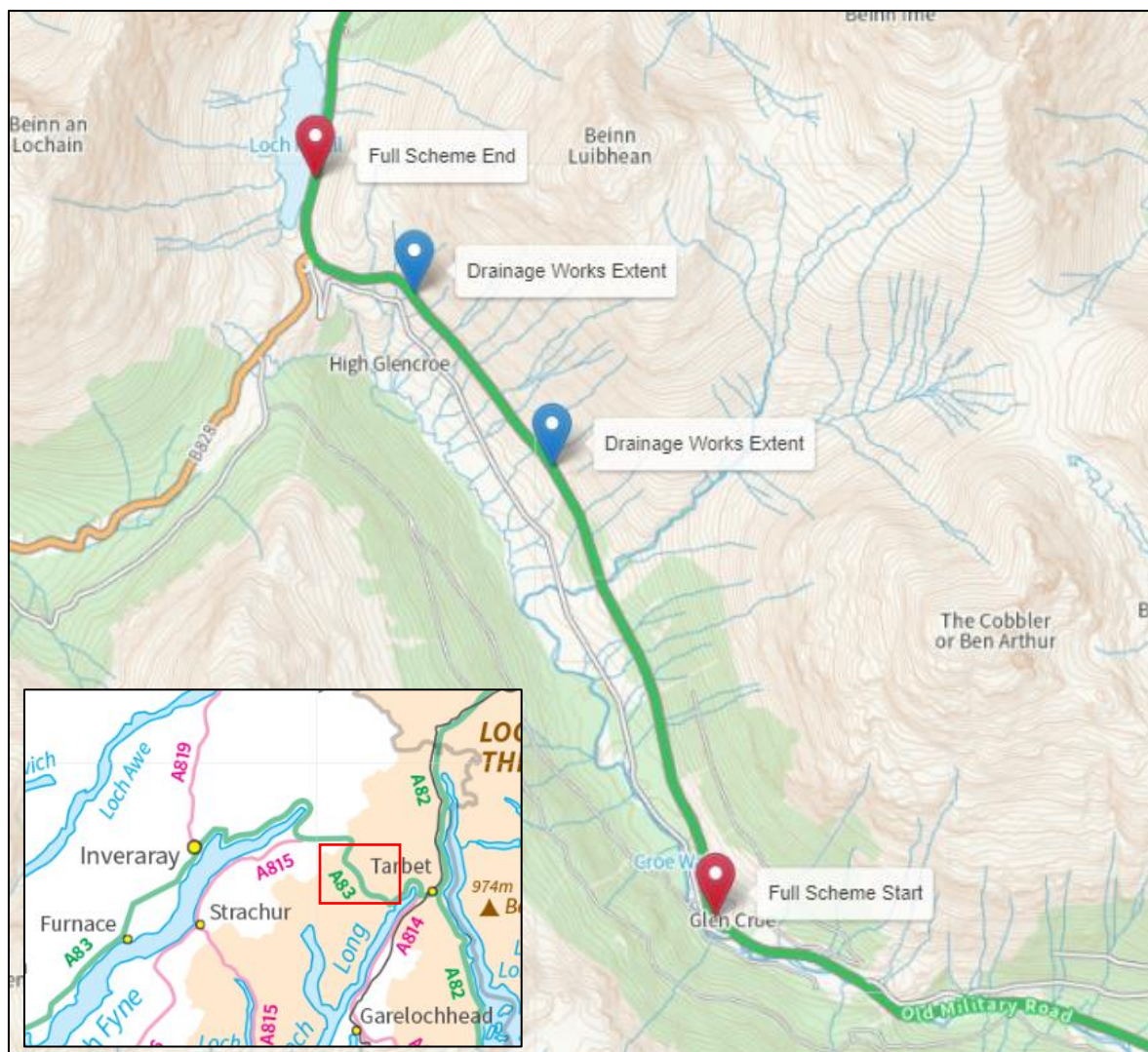


Figure 1. Location and scheme extent of the proposed resurfacing and drainage works at A83 Rest and Be Thankful.

## Description of local environment

### Air quality

The scheme is not located within any Air Quality Management Areas (AQMA). The nearest air quality monitoring site is located in Greenock, approximately 30km south of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Greenock due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic associated with the A83 trunk road, including traffic/plant movements related to the ongoing construction activities associated with the carriageway.

## Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), the category C Listed Building '*Glen Croe, 'Rest and Be Thankful' Stone*' (LB11816) lies approximately 70m west of the scheme.

Of lesser cultural heritage interest, there are several features listed on the Historic Environment Record (HER) and Canmore National Record (CNR) database within the trunk road boundary and also within 300m of the scheme. One of these, '*Dumbarton - Tarbet - Inveraray - Tyndrum Military Road*', pertains to the A83 trunk road at the northern scheme extent.

There are no World Heritage Sites, Scheduled Monuments, Garden and Designed Landscapes, Inventory Battlefield or Conservation Areas within 300m of the scheme ([PastMap](#)).

All works are restricted to the A83 carriageway boundary, with only 'like-for-like' replacement of road surface and minor drainage works being undertaken, therefore the works do not include any alterations that would affect the historic and architectural character of the local area, or of any feature of cultural heritage interest within proximity.

As a result of the works taking place within the existing trunk road boundary, and due to lack of features within direct proximity, it has been determined that the proposed project does not have potential to cause direct or indirect impact to features of cultural heritage importance.

As such, the impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

## Landscape and visual effects

The scheme is located on the A83 carriageway at the Rest and Be Thankful Viewpoint. Land use surrounding the scheme is typically comprised of extensive areas of temperate shrub heathland and alpine grassland.

The scheme is located within the Loch Lomond and The Trossachs National Park (LLTNP) ([Sitelink](#)) which has the following 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 Landscape Character Type (LCT) within the scheme extent is Upland Glens - Loch Lomond & the Trossachs (no. 252) ([Scottish Landscape Character Types](#)). The Upland Glens - Loch Lomond & the Trossachs LCT is characterised by:

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



## Biodiversity

The Beinn an Lochain Site of Special Scientific Interest (SSSI) lies adjacent to the northbound carriageway at the northern scheme extent ([SiteLink](#)). The Beinn an Lochain SSSI is designated for upland habitats which include siliceous scree (includes boulder fields), tall herb ledge, and upland assemblage. Grazing is the only negative pressure recorded for the features of this SSSI.

Glen Etive and Glen Fyne Special Protection Area (SPA) is located 1.7km north of the scheme.

The NBN Atlas holds records of nineteen bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected ([NBN Atlas](#)).

There are also several records of Eastern grey squirrel (*Sciurus carolinensis*), an invasive non-native mammal species, and giant rhubarb (*Gunnera tinctoria*), invasive non-native plant species (INNS), within 2km of the scheme under the same criteria ([NBN Atlas](#)). The nearest recorded growth of giant rhubarb is located 800m west of the scheme extent.

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS throughout the scheme extent, however there are two records of rosebay willowherb (*Chamaenerion angustifolium*), an invasive native perennial, along roadside verges within the scheme extent.

Habitats surrounding the A83 are dominated by a combination of temperate shrub heathland and extensive areas of acid alpine, subalpine and extensive grassland. Large areas of coniferous forest plantations lie either side of the A83, particularly at the southern scheme extent. Loch Restil lies to the west of the A83 at the northern scheme extent (approximately 10m at its nearest point) which provides some freshwater habitats in the area.

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

## Field surveys

Surveys for protected species and INNS were carried out by Jacobs ecologists in May 2022 ahead of separate works at the Rest and Be Thankful. The results of these surveys are as follows:

- Birds:

- Suitable habitat for breeding birds is located in the surrounding survey area.
- Evidence of old nests were identified on the lower slope but no birds were seen at the time of the survey. BEAR Scotland installed bird scarers in March 2022 in an attempt to prevent further nesting.
- Other birds were recorded during the survey; however, none were found to be nesting, with most flying through or being heard singing only.
- The majority of the survey area comprises grassland with some small willow (*Salix* spp.) trees and no buildings or structures with suitability for roosting bats.
- The drainage channels present in the area do not provide supporting habitat for fish species. However, these channels flow into Croe Water.
- No Invasive Non-Native Species (INNS) were observed during the survey.

## Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or a geologically designated Site of Special Scientific Interest (SSSI) ([SiteLink](#)). There are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents ([SiteLink](#)).

A desktop study using the British Geological Survey Map ([BGS GeoIndex](#)) identifies the local geology type as the following:

### Bedrock Geology:

- Beinn Bheula Schist Formation (Psammite and pelite) which is a metamorphic bedrock.
- Beinn Bheula Schist Formation (Pelite, semipelite and psammite) which is a metamorphic bedrock.
- South Of Scotland Granitic Suite (Diorite, pyroxene-mica) which is an igneous bedrock.
- South Of Scotland Granitic Suite (Tonalite) which is an igneous bedrock.

### Superficial Deposits

- River Terrace Deposits, 1 (Gravel, sand, silt and clay);
- Diamicton Till which are sedimentary superficial deposits; and
- Hummocky (moundy) Glacial Deposits (Diamicton, sand and gravel) which are all sedimentary superficial deposits.

Soils within the scheme extent are recorded as peaty podzols ([Scotland's Soils](#)).

## Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings as well as undertake drainage repairs. Materials used will likely consist of:

- Asphaltic material
- Road-marking paint
- Bituminous emulsion bond coat
- Milled in road studs
- Filter drainage material
- Scour protection material (rock fill)
- Pipe sections (where replacement is required)

Investigations have confirmed that coal tar is likely to be present within planings removed from the scheme extent.

Wastes are anticipated to be primarily planings from the carriageway surface course. Uncontaminated planings will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

The works are anticipated to encounter coal tar. Any coal tar contaminated planings will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings, as outlined later in this document.

Additional wastes are expected to include removed filter drainage material, removed debris/silt from drainage pipes, and any damaged piping where replacement is required.

A site waste management plan (SWMP) is required and will be prepared for this scheme.

## Noise and vibration

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

There is no noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)). However, given the rural nature of the area and the low AADT flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A83 trunk road.

Temporary construction works have been occurring at this stretch of the A83 since 2020 to address historic landslips. One phase of landslip remediation works is currently ongoing within the extent of the proposed resurfacing works. Although the aim is to complete these works prior to resurfacing works, there is potential that there may be some overlap between these two schemes. However, the presence of construction vehicles and equipment in use for the ongoing landslip remediation works, although only temporary, may contribute to current daily noise levels. No other works are programmed on the A83 at this location, out with the landslip remediation and resurfacing/drainage works.

## Population and human health

Two residential properties are located within 300m of the scheme, the nearest of which lies approximately 40m west of the carriageway and is accessed from the northbound A83 from within the scheme extent. Due to the topography of the land and arrangement of the trunk road within the scheme extent, these properties feature moderate screening from the A83 within the scheme extent.

There are no National Cycle Network (NCN) routes ([OS Maps](#)) or core paths ([NatureScot](#)) within the scheme extent. One walking route as listed on WalkHighlands 'Beinn Luibhean', commences from a small parking area to the north of the A83 within the scheme extent ([WalkHighlands](#)). There are no paved pedestrian footpaths or other pedestrian facilities, however there are several laybys and local access roads which diverge from both carriageways at several locations along the scheme extent.

The Rest and Be Thankful viewpoint (including associated car parks/laybys), is popular with tourists and outdoor recreationists utilising the A83 at this location.

The A83 Trunk Road connects Tarbet with Lochgilphead, Kennacraig and Campbeltown. It commences at the A82 / A83 junction within Tarbet leading generally south-westwards for a distance of 158 kilometres to (and including) its junction with New Quay Street at the Campbeltown Ferry Terminal. The A83 is a single carriageway along its length.

The nearest traffic count point (ID: 764) on the A83 is located within the scheme extent ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 3,664 motor vehicles, of which 397 (10.83%) were heavy goods vehicles ([Road traffic statistics](#)).

## Road drainage and the water environment

There are a large number of unclassified waterbodies (considered to be minor tributaries or drainage channels) that are culverted beneath the A83 within the scheme extent. Towards the south of the scheme, most of these watercourses flow in a westerly direction before discharging into Croe Water (ID: 10215). Croe Water is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'Moderate' ([SEPA water classification hub](#)).

Loch Restil lies to the west of the A83 at the northern scheme extent (approximately 10m at its nearest point). Loch Restil has not been classified by SEPA under the WFD.

There are also a large number of unclassified surface waterbodies/drainage channels that lie within 300m of the scheme.

The scheme falls within the 'Oban and Kintyre' and 'Cowal and Lomond' groundwater bodies which were both classified by SEPA in 2020 as having an overall status of 'Good' and are also Drinking Water Protected Areas (Ground) ([SEPA water classification hub](#)).

There are several sections of the A83 within the scheme extent which have a high risk of river flooding, which means that each year, these areas have a 10% chance of flooding ([SEPA Flood Map](#)).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution – gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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](#)). 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 a legally binding target of net-zero by 2045.

## **Policies and plans**

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

## Description of main environmental impacts and proposed mitigation

### Air quality

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

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- 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.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains.

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

### Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, proposed works will be restricted to like-for-like resurfacing of the A83 carriageway and minor drainage works, and will be carried out over two weeks. Land use will not change as a result of the works, and the A83 carriageway will be returned to its previous usage (two lanes) following the works. Therefore, the works will not create any significant change to the local landscape, with a slight

beneficial result due to removal of the long-term temporary traffic management set-up. Drainage works will be minor and will not result in any significant landscape change. The works will not result in any change to the special qualities of the Loch Lomond and The Trossachs National Park, and no consultations are required. 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, reducing the landscape and visual effects as much as possible.
- The working area will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or permission has not been granted. 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

During road resurfacing and drainage works, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

Although the scheme lies in proximity to the Beinn an Lochain SSSI, no significant impacts upon the qualifying features of this site is anticipated by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A83 trunk road, with only 'like-for-like' replacement of road surface and minor drainage works being undertaken which will not involve any change of the natural landscape or its processes.
- There is no requirement for tree-felling, land take (or resources) or site clearance from within the SSSI and no works are required within any part of the SSSI.
- The location of the works and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.



Although there are records of INNS and injurious weeds within the surrounding area (and potentially unrecorded instances within the road verges adjacent to the carriageway within the scheme extent), all works are restricted to made ground within the A83 carriageway boundary. Works will entail like-for-like replacement of the road surfacing material and minor drainage works, and no significant excavations or earthworks are required. 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 or introduce INNS, invasive native perennials, or injurious weeds.

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

- Works will be strictly limited to areas required for access and works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- 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 will be directed away from road verges, woodland, and waterbodies as far as is safe and 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.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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

## Geology and soils

The scheme will not involve any significant excavations (out with previously made ground) or earthworks. Only minor excavations are required in order to facilitate drainage works, and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) shall be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Pollution prevention and mitigation measures as outlined in the Road drainage and the water environment section below will be adhered to.

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

## Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.

- Contaminated drainage stone will be tested on site and disposed of appropriately.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- 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.
- The works are anticipated to encounter coal tar and this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings ([Coal Tar Guidance](#)). This will include:
  - Coal tar contaminated road planings will be classified as a Special Waste.
  - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
  - Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.

- Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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

## Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. Works will be undertaken on a 24-hour working programme and resurfacing works will take place overnight. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice 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.
- The Environmental Health Officer (EHO) from Argyll and Bute Council will be notified of works and planned TM arrangements.
- The noisiest works (e.g. planing) will be programmed to be completed before 23:00 each night, where reasonably practicable.
- 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.
- Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times.
- The BEAR 'Being a Good Neighbour' toolbox talk will be briefed to all operatives prior to commencement of works on site.
- 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 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 vehicle noise and delays/restrictions due to traffic management measures. Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of relatively short duration (two weeks) and will move progressively along the full scheme extent. Any full road closures will utilise the adjacent Old Military Road as a diversion, significantly limiting any potential delays due to closure of the A83. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents will be notified of the impending works. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Local access will be retained within the scheme extent.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance,
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- 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.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://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

During resurfacing and drainage works, there is potential for temporary impacts on the water environment. 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 or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies.

Works will be limited to existing road drainage channel maintenance, and as such are not subject to authorisation by SEPA.

The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- SEPA General Binding Rules (GBR) will be adhered to during the works; specifically GBR6, GBR8, GBR9 and GBR10b.
- In-stream works will be limited to the placement of scour protection (rip-rap) into drainage outfall channels.
- All on-site activities shall operate in accordance with relevant pollution Best Practice and shall follow that detailed in the attached Toolbox Talk 'Water Pollution – Silt' which will be provided alongside the SEMP and adhered to on site.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) 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 must 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 in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone

around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.

- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not banded 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 their Carbon Management Policy.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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.

## **Major Accidents and Disasters**

Several sections of the A83 within the scheme extent have a high risk of river flooding, which means that each year, these areas have a 10% chance of flooding.

Works are restricted to the made ground of the A83 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last two weeks (24-hour working). Traffic management will consist of 24-hour road closures with a suitable diversion route via the Old Military Road Local Diversion Route. Resurfacing works will not occur on Friday and Saturday nightshifts and it is proposed that the A83 is reopened over weekends.

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

## Assessment of cumulative effects

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

A search of the Argyll and Bute Council Planning Portal ([Map Search](#)) confirmed that there are no planning applications within 300m of the scheme.

This section of the A83 trunk road has been subject to ongoing Traffic Management due to works undertaken to address the unstable condition of the hillside. Traffic management is currently in place to facilitate the ongoing landslip remediation works, which are expected to be completed in the coming weeks. Although there is some potential for overlap with the proposed resurfacing and drainage works, all traffic management on this section of the A83 is expected to be removed following completion of these two schemes. No other construction works are currently programmed for this stretch of the A83 carriageway, with regards to land slip remediation. Although temporary road closure will be required for the resurfacing and drainage works, traffic will be suitably diverted onto the Old Military Road Local Diversion Route and therefore significant impacts as a result of the proposed road closure is not anticipated.

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



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

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

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (EIA) 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 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 will be restricted to the 2.16ha area of existing carriageway boundary (including associated road drainage).
- Resurfacing works will be like-for-like in nature.
- The works will be temporary and localised.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

- By removing the carriageway defects this will provide this section of the A83 carriageway with an extended life cycle, and significantly improve the ride quality which will result in safer conditions for road users.
- Drainage works will improve localised drainage and in turn reduce the potential for carriageway flooding.

**Location of the scheme:**

- Works will be restricted to the A83 carriageway boundary and will not result in any residual significant visual change. As such, the works will have no change to the special qualities for which the Loch Lomond and The Trossachs National Park is designated.
- The works will not result in any change to the designated habitat features of the adjacent Beinn an Lochain SSSI.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

**Characteristics of potential impacts of the scheme:**

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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.

## 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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