

A83 Rest and Be Thankful

MTS EIAR VOLUME 4, APPENDIX 6.1 – SUMMARY OF EIA SCOPING

Transport Scotland

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A6-1. Summary of EIA Scoping

A6-1.1. Introduction

A6-1.1.1. Table A6-1.1 presents the summary of the scope of the EIA assessments that were set out within the A83 Medium Term Solution EIA Screening / Scoping Report (July 2024) which was consulted on with the A83 Environmental Steering Group (ESG). Feedback on the EIA Screening / Scoping Report was received from the ESG and is summarised in Volume 4, Appendix 6.2 Summary of Scoping Consultation Responses along with responses from AWJV as to how the feedback has been taken into account within this EIA Report.

Table A6-1.1: Environmental Topics and Aspects Scoped In and Out

Topic	Construction	Operation	Commentary
Air Quality	Scoped Out	Scoped Out	Given the nature and scale of the proposed interventions, the application of a Construction Environmental Management Plan (CEMP) during construction by the Appointed Contractor (See Chapter 12 Schedule of Environmental Commitments reference is AQ1), and that the Proposed Scheme will not result in changes to traffic flows, which exceed traffic scoping criteria within Design Manual for Roads and Bridges (DMRB) LA 105 either during construction or operation, Air Quality has been scoped out of the EIA.
Cultural Heritage	Scoped Out	Scoped Out	With the application of a programme of archaeological mitigation prior to construction in order to mitigate the potential direct impacts on known and previously unrecorded heritage assets, it is not predicted any significant impacts would occur. Mitigation related to cultural heritage from the construction of the MTS is presented in Chapter 12 Schedule of Environmental Commitments (CH1 – CH2). There will be no impacts or changes to setting during the operational phase of the MTS. Based on the criteria in Section 3.2, points 1-4 within DMRB LA 106 , cultural heritage is scoped out of the EIA.
Landscape and Visual Effects	Scoped In	Scoped In	The construction and operation of the Proposed Scheme has potential to lead to significant effects on landscape and visual receptors. During construction, potential significant effects may occur to receptors due to the construction activity including associated lighting and movement. There may be potential for significant effects resulting during operation from changes including the introduction of the proposed bunds and

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			<p>HESCO barrier, widening, and road safety measures including signage, speed control measures and road markings. Therefore, Landscape and Visual Effects is scoped into the EIA. The LVIA complies with DMRB LA107 Landscape and visual effects.</p>
Biodiversity	Scoped Out	Scoped Out	<p>Consideration has been given to potential for impacts during construction and operation including:</p> <ul style="list-style-type: none"> • localised loss of habitats (terrestrial and aquatic) including those that support protected and / or notable species • fragmentation and isolation of habitats (terrestrial and aquatic) including those that support protected and / or notable species • mortality and injury to species and • temporary disturbance and displacement to species from noise, vibration, light, increased human presence or other visual stimuli. <p>Based on current site conditions, the small scale and other particulars of the Proposed Scheme design and the confirmed commitment to the application of standard best practice and mitigation, potential for significant impacts has not been identified.</p> <p>The mitigation measures, such as a protected species mitigation and a CEMP including commitments for habitat and species protection plans and pollution prevention, are set out as BIO 1 – BIO8 in Volume 2, Chapter 12, Schedule of Environmental Commitments.</p>

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			<p>Taking the distance from the designated sites and standard mitigation measures into account, it is not anticipated that there will be significant effects on either the Glen Etive and Glen Fyne SPA (designated for golden eagle populations) and Loch Lomond Woods Special Area of Conservation (SAC) (designated for otter and habitats). Detailed information underpinning this conclusion is provided in the Medium Term Solution Report to Inform Habitats Regulations Appraisal (AWJV, 2024).</p> <p>Therefore, Biodiversity is scoped out of the EIA.</p>
Geology, Soils and Groundwater	Scoped In	Scoped In	<p>Based on current site conditions, the application of standard best practice and mitigation, such as a CEMP including for dewatering activities and peat management plan (GSG1-2 in Volume 2, Chapter 12, Schedule of Environmental Commitments), and the small-scale nature of the interventions within the Proposed Scheme, the majority of impacts are not predicted to be significant.</p> <p>However, the specific potential impact upon groundwater dependent terrestrial ecosystems (GWDTE) has been scoped in following feedback from Scottish Environment Protection Agency (SEPA); Volume 2, Appendix 6.2, Table A6-2.1.</p> <p>Therefore Geology, Soils and Groundwater is scoped into the EIA. This is in accordance with DMRB documents LA 104 (Section 2) and LA 109 (Section 3).</p>

Topic	Construction	Operation	Commentary
Material Assets and Waste	Scoped Out	Scoped Out	<p>During construction, there would be a requirement for bulk construction materials, as well as waste produced from the Proposed Scheme in the form of site arisings.</p> <p>With the application of a Materials Management Plan (MMP) and a Site Waste Management Plan (SWMP), impacts during construction are not predicted to be significant (Chapter 12 Schedule of Environmental Commitments reference MAW1 and MAW2 respectively). As part of the CEMP, these would be used to manage, monitor and maximise the use of excavated arisings from the Proposed Scheme (either on- or off-site). As a requirement of the MMP, testing of site arisings will be critical for validating suitability for reuse in structural and non-structural applications. This would be carried out in accordance with regulatory guidance produced by SEPA on 'Promoting the sustainable reuse of greenfield soils in construction' and international soils reuse guidelines, i.e. those similar to the CL:AIRE 'Definition of Waste: Development Industry' Code of Practice for excavated materials (which are only applicable in England and Wales)</p> <p>The consumption of materials and generation of waste during the operation and maintenance phase of the Proposed Scheme is considered negligible i.e. likely to be the result of ongoing minor and routine maintenance, removal of vegetation, litter and occasional removal of land slipped debris.</p>

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			<p>There are no mineral safeguarding areas or peat resources within the site boundary of the Proposed Scheme.</p> <p>It is considered that the above measures suitably address the five questions listed in Section 3.2. of the DMRB standard LA 110. Therefore, there is no requirement to undertake further assessment, as no significant impacts on materials or waste is anticipated and Material Assets and Waste has been scoped out of the EIA.</p>
Noise and Vibration	Scoped Out	Scoped Out	<p>The construction of the Proposed Scheme is expected to cause temporary noise and vibration impacts. During the construction phase, the closest works are 100m away from a noise sensitive receptor, but most of the works are more than 300m away.</p> <p>Construction noise is scoped out, construction noise impacts will be appropriately controlled through the adoption of best practicable means (as defined in Section 72 of the Control of Pollution Act 1974), this includes the adoption of the advice contained within BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, and will be secured in the CEMP. The Chapter 12 Schedule of Environmental Commitments reference is NV1. Considering the adoption of best practicable means, distance to receptors and the nature and scale of the works; construction noise impacts are considered unlikely to cause a significant effect.</p>

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			<p>Construction vibration is scoped out as the two permanent residential receptors lie outside the standard DMRB LA 111 vibration study area, therefore, vibration impacts are considered unlikely to cause a significant effect.</p> <p>During operation, the Proposed Scheme is not expected to significantly change the traffic flows or use of the A83 and OMR, therefore, the operational noise impacts are not expected. Therefore, operational noise is scoped out.</p> <p>Operational vibration is scoped out as a maintained road surface will be free of irregularities as part of project design and under general maintenance, so operational vibration will not have the potential to lead to significant adverse effects.</p>
Population and Human Health	Scoped In	Scoped In	<p>The construction and operation of the Proposed Scheme has potential to lead to significant effects on population and human health. During construction, potential significant effects may occur to local residential and agricultural receptors, including restrictions to access buildings and fields of importance to farm operations. Additionally, it is anticipated that a permanent loss of agricultural land take will be required for various elements of the Proposed Scheme leading to a potentially significant loss to farm operation through a reduction in the workability of the agricultural fields or the viability of farming operations. The ongoing use of the Proposed Scheme may cause impact to livestock along the OMR where access would be more restricted than at present.</p>

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			<p>It is therefore considered Population and Human Health are scoped into the EIA. Consideration of other topic specialist issues, through consultation and through a review of baseline it is considered that the Proposed Scheme is unlikely to impact on a number of wider determinants of health which are then scoped out from further assessment. These are listed as follows:</p> <ul style="list-style-type: none"> • Risk taking behaviour • Diet and nutrition • Relocation • Open space, leisure and play (Community land and assets) • Transport modes, access and connections • Community safety • Community identity, culture, resilience, and influence • Social participation, interaction and support • Education and training • Employment and income (Development land and business) • Climate change mitigation and adaptation • Air quality • Water quality or availability

Topic	Construction	Operation	Commentary
			<ul style="list-style-type: none"> • Land quality • Noise and vibration • Radiation • Health and social care services and • Built environment <p>It is to be noted that these issues were kept under review throughout the assessment phase as design detail emerged.</p>
Effects on Climate	Scoped Out	Scoped Out	<p>DMRB LA 114 Section 3.3 – 3.4 states that further assessment should be undertaken if the answer to any of the following questions is ‘yes’:</p> <ul style="list-style-type: none"> • are construction GHG emissions, compared to the baseline scenario, increasing by >1%? • During operation, will roads meet or exceed any of the following criteria? • A change of more than 10% in annual average daily traffic • A change of more than 10% to the number of heavy duty vehicles • A change in daily average speed of more than 20km/hr. <p>As noted in Volume 2, Chapter 2 The Need for the Proposed Scheme, the OMR and nearby A83 trunk road have been subjected to an increase in landslides then has occurred since 2012. This has resulted in a significant increase in the baseline maintenance emissions associated with the OMR and the nearby A83 trunk road.</p>

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			<p>Without the Proposed Scheme, there is a risk of further damage to the OMR which would increase baseline maintenance emissions further. Closure of both the A83 and OMR also creates additional emissions from the lengthy diversions that road-users must make to avoid the affected area. Construction of the Proposed Scheme will lead to the release of additional greenhouse gas emissions, however these additional emissions are expected to be minimal when compared to the baseline emissions associated with continued maintenance of the OMR and A83 trunk road and the additional emissions created by the diversion of road users.</p> <p>No change in greenhouse gas emissions is expected from operation, as the Proposed Scheme is not expected to result in a significant change in traffic volumes, type of vehicles using the OMR or increase the speed of vehicles using the OMR. The Proposed Scheme objectives are to increase resilience of the OMR and reduce accidents, rather than increase capacity or speed of the OMR.</p> <p>To mitigate any greenhouse emissions from the Proposed Scheme, the Appointed Contractor should produce a carbon management plan (CMP) as part of their contractor. The CMP will set out how GHG emissions will be managed and reduced over the lifetime of the Proposed Scheme. The Appointed Contractor should also set targets for GHG emissions reductions for each stage of the Proposed Scheme which will be included</p>

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			<p>within the CMP (this is noted in Volume 2, Chapter 12: Schedule of Environmental Commitments as EC1).</p> <p>Therefore, in line with the guidance given in DMRB LA 114, Effects on Climate has been scoped out of the EIA.</p>
Climate Vulnerability	Scoped Out	Scoped Out	<p>The vulnerability of the Proposed Scheme to changing climate conditions and weather events has been assessed in line with DMRB LA114 paragraph 3.24. During construction, there is potential for adverse impacts to the Proposed Scheme from extreme weather. Provided industry standard measures and mitigation are implemented and a CEMP prepared, as outlined in GEN1 of Chapter 12: Schedule of Environmental Commitments, the impacts are not anticipated to be significant.</p> <p>During operation, there is potential for adverse impacts on the Proposed Scheme's assets and end-users. However, by following good practice and incorporating embedded mitigation into the Proposed Scheme, such as MAD-Embed1 and RWDE-Embed1 as set out in Volume 2, Chapter 4: The Proposed Scheme, these impacts can be avoided. Therefore, Climate Vulnerability has been scoped out of the EIA.</p>
Major Accidents and Disasters	Scoped Out	Scoped Out	<p>The vulnerability of the Proposed Scheme to major accidents and disasters (hereafter referred to as major events) has been assessed in line with the requirements of paragraphs 4.9-4.12 of DMRB LA104.</p>

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			<p>During construction and operation, the Proposed Scheme would potentially be vulnerable to major events associated with landslides, fluvial flooding and wildfires. However, as part of the design process, opportunities for embedded mitigation, to reduce vulnerability to the risk of major events, has been identified and incorporated within the Proposed Scheme design described in Chapter 4: The Proposed Scheme. The design of the Proposed Scheme includes the extension of the HESCO barrier, installation of debris flow and rockfall fences, debris flow protection earthwork bunds and new/upgraded drainage systems to ensure that there is zero-detriment to flood risk in comparison to the existing scenario. In addition, the implementation of the standard construction mitigation practices is considered to manage the risk of a potential major event occurring. These mitigation measures are outlined in Chapter 4: The Proposed Scheme namely MAD-Embed1. Therefore, major events has been scoped out of the EIA.</p>
Road Drainage and the Water Environment	Scoped Out	Scoped Out	<p>Effects during construction and operation of the Proposed Scheme are not anticipated to be significant or long-term; provided that standard construction mitigation, such as a CEMP is adopted, and the Proposed Scheme design follows good practice in terms of watercourse crossing designs and water engineering permitting. Such measures are listed as RDWE1-2 in Volume 2, Chapter 12, Schedule of Environmental Commitments.</p>

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			<p>Therefore, Road Drainage and the Water Environment has been scoped out of the EIA. This is in accordance with DMRB documents LA 104 (paragraph 2.1) and LA 113 (Section 3).</p>
Cumulative Effects	Scoped In	Scoped In	<p>Cumulative and in-combination effects during both the construction and operation of the Proposed Scheme have the potential to be significant and are therefore scoped into the EIA.</p> <p>The potential for cumulative effects will be considered in relation to other EIA developments for which an application has been submitted or approved within the study area. The basis for this is that only these developments have the potential to result in significant cumulative effects in combination with those arising from the Proposed Scheme.</p>

