



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A83 Honeymoon Bridge -
Resurfacing

Contents

Project Details	3
Description.....	3
Location	4
Description of local environment.....	5
Air quality	5
Cultural heritage	5
Landscape and visual effects	5
Biodiversity	7
Geology and soils	8
Material assets and waste	8
Noise and vibration	9
Population and human health	9
Road drainage and the water environment.....	9
Climate	10
Policies and plans	10
Description of main environmental impacts and proposed mitigation	12
Air quality	12
Landscape and visual effects	13
Biodiversity	13
Material assets and waste	15
Noise and vibration	16
Population and human health	16
Road drainage and the water environment.....	17
Climate	19
Vulnerability of the project to risks	19
Assessment cumulative effects.....	20
Assessments of the environmental effects	21
Statement of case in support of a Determination that a statutory EIA is not required.....	21
Annex A.....	23

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A83 carriageway at the Honeymoon Bridge within Argyll and Bute Council. The works include milling out and replacing bituminous material to a depth of 220mm, clearing of the road drainage ditches and reinstatement of road cut grips. Following the resurfacing works, road markings will be reinstated.

The total length of the scheme is 335m with an approximate area of 0.22ha.

Main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required and located on the carriageway within the traffic management (TM). Heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The construction activities for the resurfacing and drainage maintenance works are as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Reset and/or replace roadside gullies where required.
- Lay new surface course.
- Roll surface and allow it to set.
- Re-cut existing cut grips within the road verges.
- Clear the silted road drainage ditches.
- Install road markings and studs.
- Remove TM and open road.

The works are currently programmed to be completed within the 2024/2025 financial year, with a currently programmed start date of 1st December 2024. Works are programmed to be completed over 7 nights (19:00 – 05:00). Changes in the programme may result in the need for a change to daytime working.

TM will involve a full nighttime road closure with a diversion via the A82, A85 and A819. Access to junctions and private roads will be maintained. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements. There are no pedestrian routes, or other community assets, with connectivity to the scheme extents.

Location

The scheme is located on the A83 carriageway, east of Ardgartan within the Argyll and Bute Council (Figure 1).

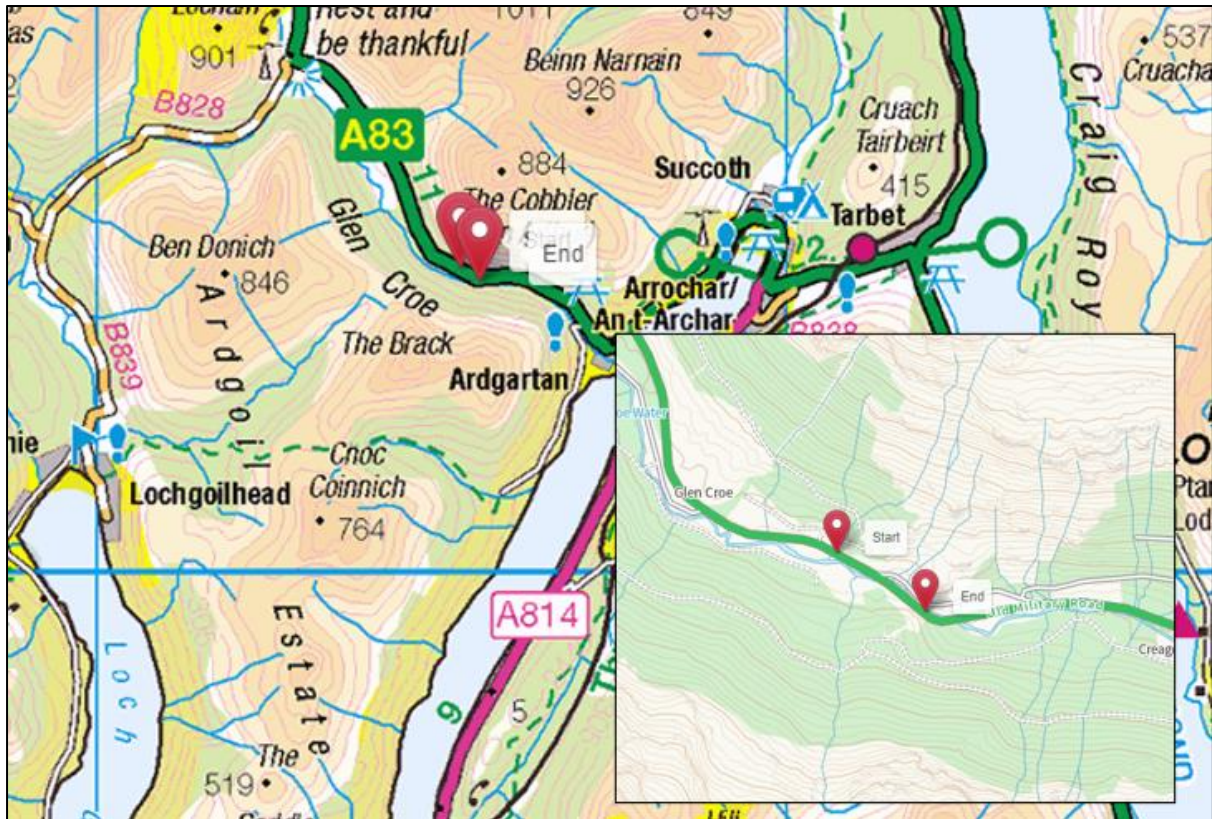


Figure 1: Scheme extent.

The scheme has the following National Grid References (NGRs):

- Scheme western point: [NN 25237 04369](#)
- Scheme eastern point: [NN 25523 04179](#)

Description of local environment

Air quality

The scheme lies within the boundary of the Argyll and Bute Council, which has not declared any Air Quality Management Areas (AQMA) within its administrative boundary ([Air Quality in Scotland](#)).

No Air Quality Monitoring Stations (AQMS) are located within 25km of the proposed works ([Air quality in Scotland](#)).

There are no facilities registered for air pollutant releases on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme ([Scotland's Environment](#)).

Baseline air quality is likely influenced by traffic along the trunk road and forestry activities within the wider area.

The A83 is a single carriageway with the national speed limit applying. The Annual Average Daily Traffic (AADT) flow was recorded as being 4,146 motor vehicles in 2023, of which 9.5% was heavy goods vehicles (ID: 764) ([Road Traffic Statistics](#)).

Cultural heritage

No Listed Buildings, Scheduled Monuments, Garden and Designed Landscapes, Conservation Areas, Battlefields or World Heritage sites were identified within 300m of the scheme ([PastMap](#)).

Of lesser Cultural Heritage importance, multiple Historic Environment Records (HERs) lie within 300m of the scheme. The nearest of these is a record of military road 'Dumbarton - Tarbet - Inveraray – Tyndrum' (ID: 21657), which is depicted as being within the scheme extents.

The works are confined to the trunk road boundary as such construction of the A83 is likely to have removed any archaeological remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme is not situated within a National Scenic Area (NSA); however it is located within the Loch Lomond and the Trossachs National Park (LLTNP) (NatureScot Site Code: 8621) ([SiteLink](#)). LLTNP is designated for the following general Special Qualities:

- A world-renowned landscape famed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands

- Water in its many forms
- The rich variety of woodlands
- Settlements nestled within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The Landscape Character Type (LCT) within the study area is 'Upland Glens – Loch Lomond & the Trossachs' (no. 252) ([Scottish Landscape Character Types](#)). The key characteristics of the LCT are:

- 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.
- 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.

Land use ([HLA](#)) within 300m of the scheme extent is classified as plantations and unclassified.

The land immediately surrounding the trunk road is classified as 6.1 - Land capable of use as rough grazing with a high proportion of palatable plants. ([Scotland's soils](#)).

A search on the [Native Woodland Survey of Scotland](#) recorded the woodland in proximity to the scheme consist of the following types:

- 4.5ha wet woodland
- 1ha native pinewood

The A83 carriageway is a prominent linear landscape feature. The road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, lighting etc. The scale of the carriageway detracts from the quality and character of the wider landscape.

Biodiversity

The [NatureScot Sitelink](#) online mapping tool identifies that the scheme is not situated within 2km of, and does not share connectivity with a European Site designated for biodiversity features e.g., Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar.

There are no [Local Nature Conservation Sites](#) (LNCS), Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNRs) within 300m of, or which share connectivity with the scheme ([SiteLink](#)).

There are no records of any other species of conservation importance or records of invasive or injurious species of plants recorded on the NBN Atlas within 2km of the scheme using the same search criteria.

A search of the Asset Management Performance System (AMPS) did not identify invasive non-native species (INNS) of plants within the scheme extent or within 300m of the scheme.

There are no areas of ancient woodland listed on the [Ancient Woodland Inventory Scotland](#) that are located within 300m of the scheme extent.

Habitat immediately bordering the trunk road tends to be of low intrinsic value due to the existing road verge being a subject to cyclic maintenance e.g., grass cutting, weed control, tree, and shrub cut-back etc. The roadside verges therefore comprise a homogenous species-poor semi-improved grassland alongside dense shrub and woodland shelterbelt. Roadside vegetation generally offers low ecological habitat value due to its limited scale, fragmented nature and high potential for disturbance owing to cyclic trunk road landscape maintenance, and the proximity of the trunk road (with its moderate-flowing traffic). The presence of the trunk road also restricts continuity of, and connectivity between, habitats for species on either side of the trunk road boundary.

Considering the lack of shelter, the permanent habitat, or resting places within the works disturbance buffers the scheme offers no or only limited habitat for terrestrial mammal species of conservation importance. In addition, the works are restricted to the made ground of the A83 carriageway with works undertaken over 7 nights on a rolling programme. As such, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The A83 within the scheme extents is not located within a [Geological Conservation Review Site](#) (GCRS) or geological SSSI and there are no [Local Geodiversity Sites](#) (LGS) with connectivity to the scheme extents.

The [British Geological Survey](#) online mapping tool records that the bedrock geology within the scheme extents is recorded as:

- Beinn Bheula Schist Formation – Psammite and Pelite
- North Britain Siluro-Devonian Calc-Alkaline Dyke Suite-Microdiorite

The mapping tool records the following superficial deposits within the scheme extents:

- River terrace deposits - gravel, sand, silt and clay
- Unknown/unclassified entry

Soils within the scheme extent are recorded as being 'Class 5' and 'Class 3', as displayed on [Scotland's Peat Map](#). Class 5 is considered to be peat soil and Class 3 is considered to be predominantly peaty soil with some peat soil.

Works will be restricted to previously engineered ground within the A83 trunk road boundary. Therefore, this receptor has no constraints 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 works are necessary to resurface sections of the A83 carriageway, requiring base/binder inlay, renew road drainage and reinstatement of road markings and studs. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint

Wastes are anticipated to be removed planings from the surface course, which will be 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 has been 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.

Coal tar has not been highlighted as being present within the scheme extent.

Excavated material from the roadside ditches and cut grips will be side casted within the scheme extents. Road drainage maintenance activities will be undertaken in line with the BEAR Scotland's Procedure 112: SUDS Feature Maintenance Operations.

The value of the scheme is does not exceed £350,000 therefore, a Site Waste Management Plan (SWMP) is not required for these works.

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](#)).

The LDEN or day – evening - night average noise levels within the scheme extents range between 65 and 70db ([Scotland's Noise Scotland's Environment](#)).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the A83 trunk road and forestry activities within the area.

Population and human health

There are no properties located within 300m of the scheme extents.

No [National Cycle Network](#) (NCN) routes, pedestrian paths or other non-motorised user facilities are located within the scheme.

There is one walking route, as listed on [WalkHighlands](#), and one core path ([SE Map](#)) following the same route, which is located 120m south of the scheme extent.

There are two laybys and one access road located within the scheme extent.

Street lighting is absent throughout the scheme extents.

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.

Road drainage and the water environment

The A83 within the scheme extents spans Croe Water (ID: 10215) and follows its course throughout the scheme. Croe Water is a river in the Cowal / Clyde Sealochs Coastal catchment of the Scotland river basin district and has been classified by the

Scottish Environment Protection Agency (SEPA) in 2022 under the Water Framework Directive 2000/60/EC (WFD) as having an overall status of 'Moderate' ([SEPA](#)).

There are a numerous minor and unclassified watercourses located within 300m of the scheme extent.

A search of the [SEPA Flood Map](#) identifies that there is some risk of surface water flooding and river flooding within the scheme extents. Sections of the A83 within the scheme extents has a high likelihood for surface water flooding, with a 10% chance of flooding each year. Banks of the Croe Water, within the scheme extents, have been noted to have a high risk for fluvial flooding, with a 10% chance of flooding each year.

A search of the [Scotland's Environment](#) (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Cowal and Lomond' groundwater, which has been classified as 'Good'. The scheme falls into a Drinking Water Protected Area for groundwater and for surface water.

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 included a target of reducing CO₂ 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 (RoD) 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. 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.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- 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.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- 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 following planing.

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, NRMM and materials are restricted to areas of made/engineered ground on the A83, and construction works are programmed to be undertaken at night (7 nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface and road drainage being the only discernible change. LLTNP will be notified of the proposed works and advised of road closures/diversion routes in advance of the works.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The scheme is not situated within or has a connectivity with a 'sensitive area' designated for biodiversity features (e.g., SAC, SPA, Ramsar, SSSI, etc).

No records of roadkill were identified during the desktop study, however the habitat in proximity to the scheme indicates the potential presence of mammal species within the nearby area. 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. However, works are restricted to the A83 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A83 and the scheme is of short duration (7 nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

No INNS, invasive native perennials or injurious weeds were noted within the scheme extents by AMPS and NBN Atlas. Furthermore, the works will also be mainly restricted to the surfaced area of the carriageway with minimal access to road verges required for drainage works, and as such it is unlikely that any injurious or invasive weeds will be encountered during the works. Furthermore, the vegetation along the trunk road corridor is a subject to routine maintenance and any invasive and/or injurious plant species are likely to be treated under the NW Landscape Maintenance plan.

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 resurfacing 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 Environment Team.
- 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.
- Any artificial lighting used during night works or periods of low light levels will be directional and will avoid spilling into sensitive areas where possible.
- 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:

- 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.
- 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 will 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 undertaken where possible, 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.

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 also be completed over 7 nights on a rolling programme, with the aim being to complete the noisiest works by 23:00. 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:

- 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.
- The Environmental Health Officer (EHO) for the Argyll and Bute Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00.
- 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.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on vehicle travellers, and NMUs. Although the works

require full road closure of the A83 at the section near Honeymoon Bridge, a suitable signed diversion route will be provided. No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and works being undertaken out of the traffic peak hours out with the main tourist season. In the event of local access restrictions to the access road, access will be granted as requested. There are no designated pedestrian routes or NMU facilities which lie within the scheme extents, however access for pedestrians and NMUs will be maintained, and the works are being undertaken at night when footfall and NMU count is at its lowest.

Furthermore, there are no properties located within 300m of the scheme and as such disturbance from construction noise, vibration and from additional construction lighting on the residents or business visitors are not expected.

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 public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from nighttime works to daytime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). No in-water works within natural watercourses 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 within natural waterbodies.
- The works will follow BEAR Scotland's Procedure 112: Sustainable Urban Drainage System (SUDS) Feature Maintenance Operations.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 should be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will 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 contaminated waste.

- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays must 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.
- 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 facility.

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

There will be no change to the likelihood of flooding on the A83 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A83, with access to the scheme gained via the A83. TM will employ full nighttime A83 closure with a diversion route in place. The road closure and diversion route will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup. The works are programmed to be undertaken within out with the peak season for tourists and vehicle count hours.

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.

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

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. 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 ([Argyll and Bute Council Planning Portal](#)) identified no approved planning applications within 300m of the scheme, in the last 6 months.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. 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 TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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) is situated in whole within the Loch Lomond and Trossachs National Park which is a sensitive area 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 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, 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 like-for-like replacement of worn road surface and road drainage maintenance, with all works restricted to made ground on the A83 trunk road boundary.
- Construction activities are restricted to an area of 0.22ha along a 335m stretch of the A83.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme.
- 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.
- By removing the carriageway defects this will provide this part of the A83 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

- 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.

Location of the scheme:

- The scheme is located within the existing A83 road boundary and as such, no land take will be required.
- The scheme is located within LLTNP; however, no impacts on the special qualities of the park are anticipated.
- The scheme is not situated within 2km of, and does not share connectivity with, an European Site designated for biodiversity features e.g., SAC, SPA and Ramsar.
- The scheme lies within a rural area with no residential properties located within 300m of the scheme.
- No injurious or invasive plant species have been recorded within the scheme extents.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any impacts on air quality or noise levels are minor, short-term and temporary during the construction period. With mitigation measures in place, the potential impacts on local receptors are minor and not significant.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement 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) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- No in-water works within a natural watercourse will be undertaken. However, there is a potential for an impact on water quality during construction as a result of potential spillage of fuels, oils and mobilisation of silt. However, with pollution prevention measures in place, this risk is considered to be negligible.

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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