TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A82 North of Stoneymollan Roundabout

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A82 trunk road north of A82 Stoneymollan Roundabout (see Figure 1). The works will involve resurfacing and partial reconstruction of the A82 carriageway (northbound (NB) and southbound (SB)) carriageways. Surface and binder course will be replaced to varying depths, inlay will be replaced, and road markings/studs and kerbing will be reinstated following works. Minor/localised surface drainage amendments may also be undertaken as required.

The works are programmed for the 2024/25 Financial Year, currently programmed for March. Works will be undertaken during daytime programming (07:00 to 18:00), over 4 days. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Site compounds are not required; access will be gained through Traffic Management (TM) on the carriageway. TM will entail lane closures during daytime hours, facilitated by a 10mph convoy and 4-way temporary traffic lights (TTLs). TM will be removed during the nighttime hours. Local access will be accommodated within the TM as far as is reasonably practicable.

Location

The scheme is located on the western periphery of Balloch in the West Dunbartonshire Local Authority (NGR: NS 38090 81469 - NS 38069 81586). Refer to Figure 1 for map depicting the scheme location.

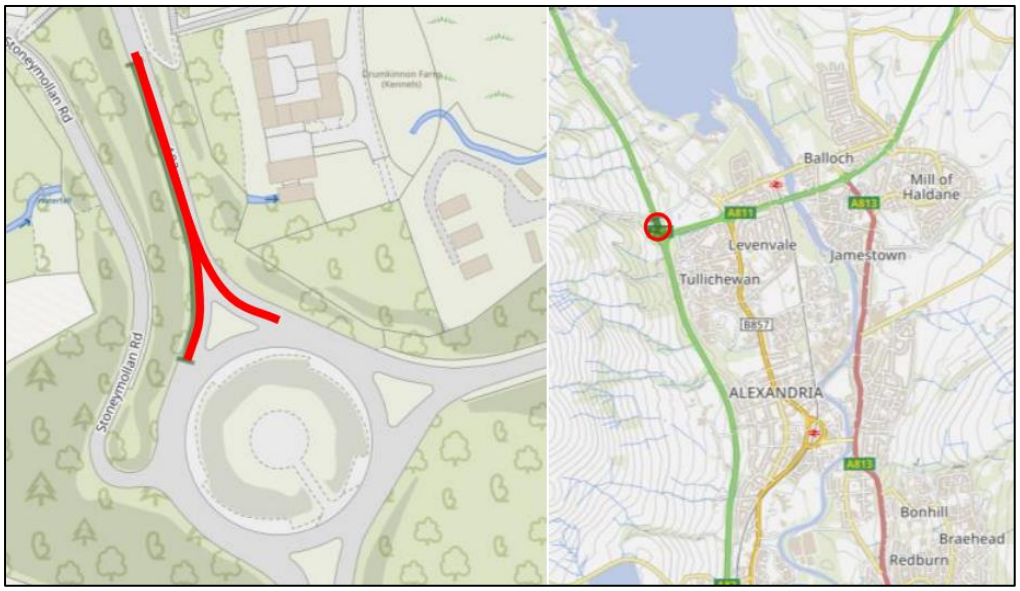

Figure 1. Location of the scheme extents.

Description of local environment

Air quality

For baseline air quality information regarding residential, community and commercial receptors in the area, refer to 'Population and Human Health' section below.

West Dunbartonshire council has not declared any Air Quality Management Areas (AQMAs) (Air Quality Management Areas) within its area, and there are no AQMAs within 10km of the scheme.

An air quality monitoring station lies 6km south of the scheme and records air quality to be within the 'green zone' (Low Index 1-3).

One site registered on the Scottish Pollutant Release Inventory (SPRI) lies within 10km of the scheme. 'Barr Environ, Auchencarroch L/F, Jamestown' is a waste and wastewater management facility and lies 4.7km east of the scheme.

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A82 trunk road and local road network. Secondary sources are most commonly derived from urban activities associated with Balloch.

Cultural heritage

A search was undertaken using the Historic Environment Scotland (HES) mapping tool PastMap, and the following features of cultural heritage were recorded within 300m of each scheme:

- Three Listed Buildings, the closest of these category B ‘Lower Stoneymollen Road, Drumkinnon Farm, Mill, Granary and Saw Mill’ (ID: LB43229) is located 35m northeast of the scheme.
- Of lesser cultural heritage interest, several features listed on the Canmore and Historic Environment Record (HER) databases are located in proximity to the scheme. The closest of these is a HER ‘Lower Stoneymollan Road, Drumkinnon Farm, Mill, Granary & Sawmill’ and lies 20m northeast of the scheme.

There are no records of World Heritage Sites, Scheduled Monuments, Conservation Areas, Garden and Design Landscapes or Battlefields within 300m of the scheme extents (PastMap).

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A82 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

All schemes are situated within Loch Lomond and Trossachs National Park (LLTNP) (NatureScot Site Code: 8621), which has the following General Qualities:

- A world-renowned landscape famed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands
- Water in its many forms
- The rich variety of woodlands
- Settlements nestled within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The scheme is not located within a Lomond National Scenic Area (NSA).

The scheme extent lies on the western periphery of Balloch immediately north of A82 Stoneymollan roundabout. Landscape surrounding the scheme is dominated by woodland and roadside tree shelterbelts which restricts views over nearby urban development.

NatureScot classifies the landscape within the scheme as “Urban - 0” (Scottish Landscape Character Types).

The A82 Trunk Road, within the North West, connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for a distance of 243 kilometres to its junction with the A9 at (but excluding) Longman Roundabout in Inverness. The A82 is predominantly single carriageway along its length (including within all three scheme extents), with some lengths of '2+1' carriageway.

Biodiversity

The scheme extent is not located within 2km and/or with connectivity to European sites (Special Area of Conservation (SAC), Special Protection Area (SPA), or Ramsar site) (SiteLink).

No locally or nationally designated sites (i.e. Sites of Special Interest (SSSI), National/Local Nature Reserves) are located within 300m of the scheme (SiteLink).

The NBN Atlas has the following records of invasive non-native species (INNS) as listed in the Network Management Contract (NMC) within 2km of the schemes (within the last 10 years):

- Japanese knotweed *(Fallopia japonica)*
- Himalayan balsam *(Impatiens glandulifera)*

Transport Scotland's Asset Management Performance System (AMPS) holds one record of rosebay willowherb *(Chamaenerion angustifolium*) 200m north of the scheme.

The habitat in proximity to the scheme is provided by mainly native woodland with and numerous minor tributaries. Areas of rough grassland and pastoral land dominate further to the west and north of the scheme.

Several areas of long-established woodland (as listed on the Ancient Woodland Inventory) are located within 300m of the scheme extents (Scotland's Environment). No Tree Preservation Orders (TPOs) are located within 300m of the scheme (West Dunbartonshire Council).

The scheme is restricted to the existing A82 trunk road boundary and relates to works of a localised nature over a short duration. As such the potential for impacts to the surrounding environment and protected/notable species identified within the desktop study are considered to be negligible and a site visit as part of this assessment has been deemed unnecessary.

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).

The bedrock geology recorded on the British Geological Society (BGS) Geology Viewer comprises of Teith Sandstone Formation - Sandstone, which is sedimentary bedrock.

Superficial deposits at the scheme comprises of Till, Devensian – Diamicton, which is sedimentary superficial deposit.

Soils within the scheme extent are recorded as brown soils (Scotland's Soils). Additionally, local soils are recorded as being of 'Class 0' and 'Class -2', as displayed on Scotland's Peat Map. Peatland habitats are not typically found on such soils (SE Map).

This receptor has no constraints (as identified in Environmental Baseline) that are likely to be impacted by the proposed works, which are restricted to the man-made surface of the A82 carriageway and will not entail groundworks outside of the carriageway boundary. As such, 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The proposed scheme is required to replace section of worn surface on the A82 carriageway, and will comprise removal of the surface course and repair of structural defects. Materials used will consist of:

- Asphaltic materials
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Pre-cast concrete kerbing (as required).

Road planings will be reused under SEPA approved methods in accordance with the Paragraph 13 exemption, described in Schedule 3 of the Waste Management Licensing Regulations.

No site compound is required for these works. Storage of plant and equipment will be within TM on the A82 carriageway. Coal Tar has not been highlighted as likely to be present within any scheme extents.

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

Noise and vibration

For residential and community receptors, refer to the 'Population and Human Health' section below.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level (Lden) between 55 and 75dB on the A82 at all scheme locations (SpatialData).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 carriageway and local road network. Secondary sources are likely derived from recreational and agricultural activities within the area.

Population and human health

The scheme is located on the western periphery of Balloch with a number of residential and commercial premises within 300m.

Properties are set-back at least 30m from the scheme and screened by 20m dense roadside tree belts.

A82 Stoneymollan roundabout lies immediately south of the scheme and connects the A82 with A811 and Upper Stoneymollan Road.

There are no core paths within the scheme extents, however core path ID: 3LW utilises the pedestrian footbridge over the A82 and lies 100m north of the scheme (SE Map).

There are no National Cycle Network routes (OS Maps) or walking routes as listed on WalkHighlands within the scheme extents and within 300m of the scheme.

No other pedestrian facilities, such footpath, are present within the scheme extents.

TM will entail lane closures during daytime hours, facilitated by a 10mph convoy and 4-way temporary traffic lights (TTLs). TM will be removed during the nighttime hours.

Road drainage and the water environment

There are no waterbodies classified by Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) within 300m of the scheme.

Several minor and unclassified watercourses lie within 300m of the scheme extents. These minor watercourses likely discharge into Loch Lomond (ID: 100257) which lies 760m northeast of the scheme extents.

The scheme is underlain by the 'Balloch' groundwater body, which was classified by SEPA in 2023 as having an overall status of 'good' (SEPA Water Classification Hub). This groundwater body is also recorded as a Drinking Water Protected Area (DWPA) (Ground) (Scotland's Environment).

The SEPA indicative surface water online flood mapping tool records numerous sections of the carriageway within the scheme extents having a medium to high likelihood of road surface flooding. Each year these sections have 0.5% to 10% likelihood of road flooding (SEPA Flood Maps).

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.

- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Landscape and visual effects

For the resurfacing works, there will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A82, and the works will be undertaken over a short period (4 days). Furthermore, the scheme is also screened from the wider area by woodland and roadside tree belts. As such, the visual impact of the resurfacing works will be somewhat reduced and there will be no residual impacts (i.e., when complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change).

The works are located within the LLTNP. However, due to the temporary and like-for-like nature of the works, no change to these areas designated for landscape quality/character will occur.

To mitigate any potential impacts as much as possible, the following measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or 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 located within nor has connectivity to a ecological biodiversity site such as SAC, SPA, Ramsar or SSSI.

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 A82 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 A82 and A82 Stoneymollan roundabout and the scheme is of short duration (4 days) and will be undertaken by utilising daytime working pattern. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

There are areas of long-established woodland within 300m of the scheme; however, works are restricted to the existing A82 trunk road boundary and no tree felling or vegetation clearance is planned as part of the proposed works.

Although there are records of INNS within 2km of the scheme and records of invasive native perennials within 300m of the scheme recorded on AMPS and NBN Atlas, none of these lie within the verges of the A82 at the scheme extents. Furthermore, the works will also be restricted to the carriageway boundary with no or minimal access to road verges required, and as such it is unlikely that any unrecorded injurious or invasive weeds will be encountered during the works.

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

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

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMPs. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during

construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.

- Artificial lighting (during the low light levels) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Material assets and waste

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

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

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

- 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.
- 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 shall 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.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause disturbance via noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of road space suggests that residents within the

local area will have a degree of tolerance to noise and disturbance. Resurfacing works will be completed over a daytime working programme over 4 days. Furthermore, properties are suitably screened by 20m dense tree belts. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary and short-lived.

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:

- Local residents (i.e., those within 300m) will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. A82 Stoneymollan roundabout lies immediately south of the scheme and connects the A82 with local roads, however local access will be granted where required. No NMUs facilities are located within connectivity to the scheme extents.

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 peak tourist season. Road users will be informed of works through a media release, which will provide details of construction dates and times. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

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

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within proximity to watercourses, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the

potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The 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 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 be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special waste.

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

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

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to 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 management facilities.

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

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A82 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground of the A82 trunk road, with access to the scheme gained via the A82. TM will involve daytime lane closures with temporary traffic lights and convoy working. Local residents will be notified of working hours and be provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup.

The works will not result in any change in vulnerability of the A82 carriageway or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

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

The proposed works will take place entirely within the A82 trunk road boundary on the periphery of Balloch. A search of the LLTNP Planning Portal and West Dunbartonshire Planning Portal have been undertaken for other plans and projects that could have a cumulative or in-combination effect; no approved planning applications have been returned with 300m of the scheme.

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

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

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any 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.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to approximate 120m length of the A82 carriageway with total working area of 0.154ha.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface

will reduce the road noise levels and in turn will reduce disruption to the receptor located in proximity to the scheme. Furthermore, improvements to the layby will ensure safety of layby users.

Location of the scheme:

- There are no European sites designated for ecological value within 2km nor within ecological connectivity of the scheme.
- The scheme is located within the Loch Lomond and Trossachs National Park. Resurfacing works entail like-for-like resurfacing and no change to the visual landscape is expected.
- There are no features of cultural heritage importance within proximity to the schemes; however, the construction of the A82 trunk road is likely to have removed any archaeological remains that may have been present within the works area.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to be of short duration. Daytime resurfacing works will be undertaken out with the peak tourist season. No road closures are required.
- The SEMP will include plans to address environmental incidents.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

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.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, March 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot