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Environmental Impact Assessment Record of Determination

A82 Pulpit Rock & A82 Sloy Power Station - Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on two sections of the A82 trunk road between Ardlui and Inveruglas (see Figure 1 below), as part of two separate schemes ('Sloy Power Station' and 'Pulpit Rock'). The assessment within this RoD accounts for both schemes. The resurfacing works involve the resurfacing and partial reconstruction of the A82 northbound (NB) and southbound (SB) carriageways at both scheme extents. Surface and binder course will be replaced to varying depths, and between 100-140mm of inlay will be replaced and road markings will be reinstated following works.

Resurfacing works at both schemes will be carried out consecutively in the 2024/25 Financial Year, currently programmed for October. A82 Slow Power Station will be carried out over 4 nights between the hours of 20.00-05.00, and resurfacing works at A82 Pulpit Rock will be carried out over 3 nights between the hours of 19.00-05.00. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) for both schemes involve full night-time road closures with diversions via the A83, A819 and A85 in place. Local access will be accommodated within the TM as much as is reasonably practicable.

Location

The schemes are located on the A82 between Ardlui in the Argyll & Bute Council Local Authority. A82 Pulpit Rock is located between the National Grid Reference's (NGRs) NN 32506 13749 and NN 32815 13425. A82 Sloy Power Station Is located between NGRs NN 32202 09854 and NN 31813 09130 (Figure 1). The schemes are approximately 4km apart.

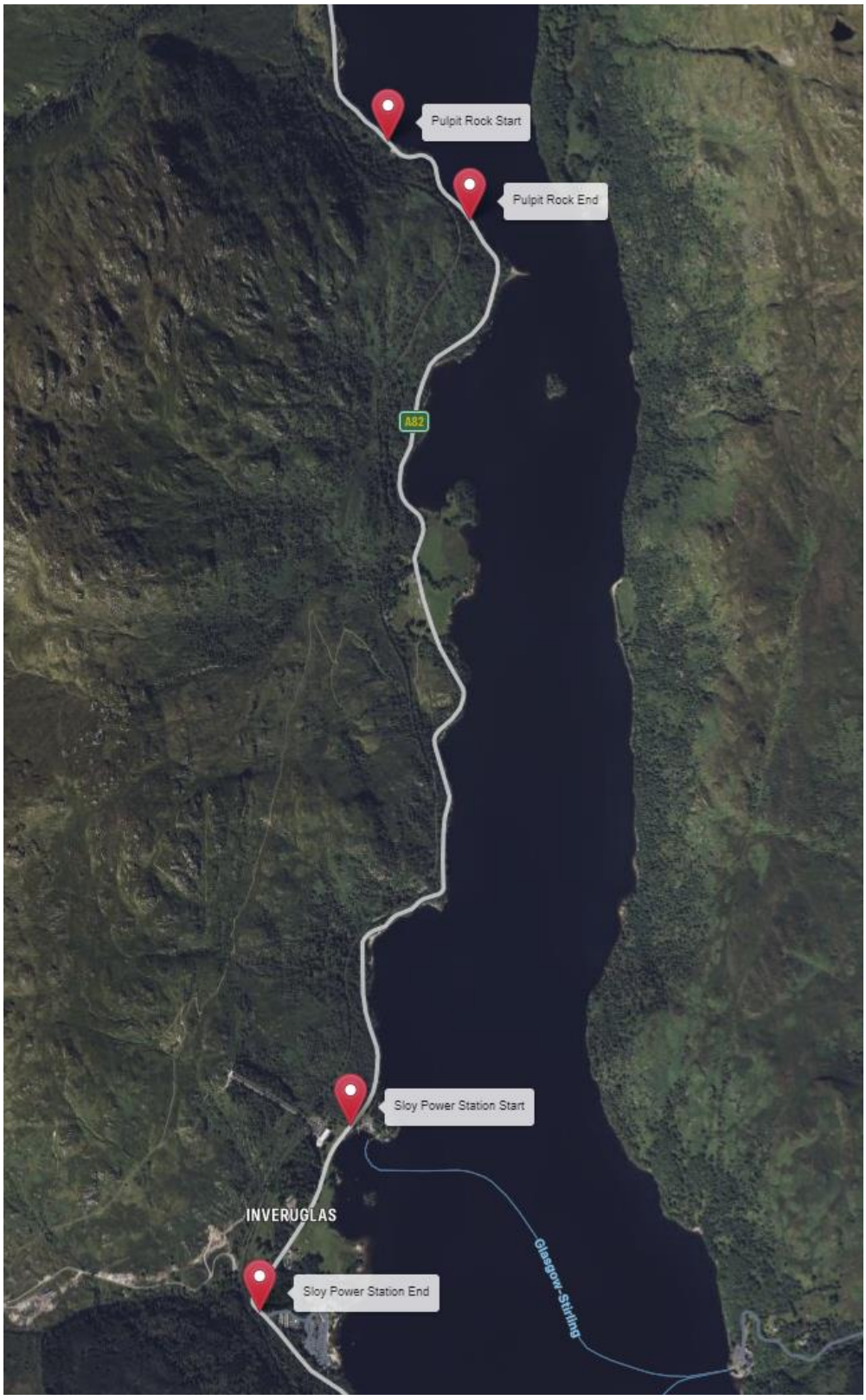

Figure 1: Scheme locations

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) within 10km of the schemes. The schemes are located within the Argyll and Bute council boundary area which currently has no AQMA's within its administrative boundary.

There are no registered sites on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the schemes.

There are no Air Quality Monitoring Stations (AQMS) located within 10km of the scheme extents. However sites monitoring air quality in the wider area records bandings to be within the 'green zone' (Low Index 1-3).

Baseline air quality is likely to be primarily influenced by traffic along the A82.

Cultural heritage

A desktop study of Historic Environment Scotland's data on Scotland's Environment Map (SE Map) found the following features of cultural heritage within 300m of the schemes:

A82 Sloy Power Station:

- Scheduled Monument 'Inveruglas Castle, Inveruglas Isle, Loch Lomond' (SM9264), which lies on an island 170m east of the scheme.
- Category C Listed Building 'Sloy Power Station, Bridge' (LB43189) is located on the A82 within the scheme extents, adjacent to the carriageway.
- Category C Listed Building 'Inveruglas Barn' (LB43186) lies 5m west of the scheme extents.
- Category C Listed Building 'Sloy Power Station, Bungalow' (LB43190) lies 10m west of the scheme.
- Three Category C Listed Buildings 'Inveruglas Steading' (LB43187) are located 5-10m east of the scheme.
- Category C Listed Building 'Sloy Power Station, Bridge' (LB43189) lies 35m west of the scheme.

- Category C Listed Building 'Sloy Awe Hydro Electric Scheme, Sloy Power Station Including Boundary Walls, Gates and Gatepiers' (LB43188) lies 280m west of the scheme.

A82 Pulpit Rock:

- Scheduled Monument 'Pulpit Rock, Preaching Site, South of Ardlui' (SM10972) which lies approximately 50m west of the scheme.

Of lesser cultural heritage value, several undesignated Historic Environment Records (HERs) and records on Canmore database lie within 300m of the schemes, with the nearest being within the trunk road boundary at the A82 Sloy Power Station scheme extent.

There are no World Heritage Sites; Gardens and Designed Landscapes; Battlefields; or Conservation Areas located within 300m of the schemes.

The construction of the A82 trunk road will likely have exposed any potential items of cultural heritage interest present within the working area and, as such, the likelihood of presence of undiscovered features is considered low.

Landscape and visual effects

Both schemes are situated within Loch Lomond and Trossachs National Park (LLTNP) (NatureScot Site Code: 8621). 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 scheme is also located within Loch Lomond NSA (NatureScot Site Code: 9135). The NSA share the same Special Qualities as the LLTNP.

The Landscape Character Type (LCT) within the study area is 'Straths and Glens with Lochs' (no. 254) (Scottish Landscape Character Types).

The schemes are located on the A82 between Ardlui and Inveruglas. The surrounding land is a mix of grazing pastures; arable land; montane scrub; mixed

woodland, including forestry plantations; scattered residential/commercial areas; and freshwater habitat.

The A82 Trunk Road 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, with some lengths of '2+1' carriageway. The A82 is a single carriageway at both scheme extents.

Biodiversity

The schemes lie within proximity of the Loch Lomond Woods Special Area of Conservation (SAC) (Site ID: 8298). The SAC is formed of multiple sites, with the closest on the eastern bank of Loch Lomond, at a distance of 350m from the A82 Pulpit Rock scheme; and 1.3km from the A82 Sloy Power Station scheme. The A82 Pulpit Rock scheme also lies approximately 3km south-east of the Glen Etive and Glen Fyne Special Protection Area (SPA) (Site ID: 10113). Due to proximity and ecological connectivity of the schemes to these designated sites, a Habitats Regulations Appraisal was conducted.

There are no Sites of Special Scientific Interest (SSSI's) designated for biodiversity features located within 300m of the schemes.

A search of the National Biodiversity Network (NBN) online mapping tool records numerous bird species within 2km of the schemes (the search criteria included only records during the past ten years and which have open use attributions (OGL, CC0,CC-BY)). All wild birds and their active nests are protected under the Wildlife and Countryside Act 1981 (WCA) (as amended).

The NBN Atlas identified one record of rhododendron (*Rhododendron ponticum*), which is an invasive non-native plant species (INNS) as listed on the WCA under the same search criteria within 2km of the A82 Sloy Power Station scheme.

A search using Transport Scotland's Asset Management Performance System (AMPS) found one record of Japanese Knotweed (*Fallopia japonica*) within the footprint of the A82 Pulpit Rock scheme extent; and one record of rosebay willowherb within the footprint of the A82 Sloy Power Station scheme extent.

The habitat surrounding the schemes is dominated by grazing pastures; montane scrub; mixed woodland, including forestry plantations; and freshwater habitat. Loch Lomond lies immediately east of the schemes.

The scheme will be restricted to the existing A82 trunk road boundary and relates to works of a localised nature over a short duration. As such, species within the surrounding area are likely to be habituated to baseline noise levels associated with the carriageway, and unlikely to affected by the works. As such, a site visit as part of this assessment has been deemed unnecessary.

Areas of woodland within 300m of the A82 Sloy Power Station scheme have been noted as 'ancient' (of semi-natural origin) as listed on the Ancient Woodland Inventory (AWI) Scotland. The nearest of these lie 10m west of A82 Sloy Power Station at the scheme extents. There are no areas of ancient woodland within 300m of the A82 Pulpit Rock scheme.

There are no areas of trees covered by a Tree Preservation Order (TPO) within 300m of the schemes (Argyll and Bute Council).

Geology and soils

The scheme does not lie within a Geological Review Site (GCRS) or SSSI designated for geological features (NatureScot).

Component soils around the scheme extents are described as brown earths with brown rankers with humus-iron podzols. The parent material is described as drifts derived from arenaceous schists and strongly metamorphosed argillaceous schists of the Dalradian Series (Scotland's Soils).

The bedrock geology for the scheme extents is described as Beinn Bheula schist formation-Psammite and Pelite. The sedimentary superficial deposits are comprised of River Terrace Deposits (gravel, sand, silt and clay); and Till (Diamicton) (British Geological Society).

Material assets and waste

The proposed resurfacing works are required to resurface the worn carriageways (NB and SB), remove the surface course and repair structural defects. Materials used will consist of:

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

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 (exemption number: WML/XS/2009797 (A82 Pulpit Rock) and WML/XS/2009413 (A82 Sloy Power Station)).

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 the scheme extents.

Noise and vibration

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

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan (TNAP) 2019-2023.

The average day and night time (Lden) noise level at the scheme extents is between 55-75dB (SEPA).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82.

Population and human health

There are no residential or commercial properties located within 300m of the A82 Pulpit Rock scheme; with the closest property approximately 850m north. However, the A82 Sloy Power Station scheme is located within the hamlet of Inveruglas with a number of properties within 300m of the scheme. These include a number of residential dwellings; farmsteads; Sloy Hydro-Electric Power Station; Inveruglas Visitor Centre and Loch Lomond Holiday Park, all of which are accessed via the A82 within the scheme extent.

The Glasgow to Oban/Mallaig rail line runs parallel to the west of the scheme extent at a distance of approximately 25m at its closest point.

There is a pedestrian footway adjacent to the NB carriageway within the scheme extent of A82 Sloy Power Station. There are also bus stops on the NB and SB carriageway at Sloy Power Station which serve the CityLink bus services 914, 915, 916, 975 and 977. There are no bus stops or pedestrian footways within the scheme extent of A82 Pulpit Rock.

Core path ‘CW & 3LW’ lies adjacent to the NB carriageway within the A82 Sloy Power Station scheme extents (SE Map). Walking routes ‘Ben Vane, from Inveruglas’ and ‘Ben Vorlich via Loch Sloy’ as listed on listed on WalkHighlands also lie within the scheme extent of this scheme. There are no walking routes or Core Paths within proximity of the A82 Pulpit Rock scheme and no National Cycle Routes in proximity to either scheme.

TM will involve night-time road closures with diversions in place.

Road drainage and the water environment

The scheme extents and surrounding area is underpinned by the ‘Cowal and Lomond’ groundwater body (ID: 150689), which was classified by the Scottish Environment Protection Agency (SEPA) in 2022 as ‘Good Ecological Potential’ under the Water Framework Directive 2000/60/EC (WFD) (SEPA Water Classification Hub). The groundwater body is also recorded as a Drinking Water Protected Area (DWPA) (Ground) (Scotland’s Environment).

Loch Lomond (North) (ID: 100339) is a lake in the River Leven (Loch Lomond) catchment of the Scotland river basin district. It is 19.1 square kilometres in area and lies immediately east of the A82 at both scheme extents. The water body has been designated as heavily modified on account of physical alterations that cannot be addressed without a significant impact on airport or major transport routes. In 2022, it was assigned ‘Good Ecological Potential’ by SEPA under the WFD (SEPA Water Classification Hub).

The A82 trunk road within the Sloy Power Station scheme extent, spans Inveruglas Water (ID: 10162), which lies within the River Leven (Loch Lomond) catchment of the Scotland river basin district. In 2022, Inveruglas Water was assigned ‘Bad Ecological Potential’ by SEPA under the WFD (SEPA Water Classification Hub).

There are a number of unclassified water bodies, drains, fords and springs which are culverted under the A82 at the scheme extents and which lie within 300m of the schemes.

SEPA Flood Map has highlighted a high likelihood of river and surface water flooding at various points within the footprint of both scheme extents (i.e. a 10% chance of flooding) each year.

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).

Cultural heritage

Although there are several features of cultural heritage interest within 300m of the schemes; any excavation works associated with the scheme are restricted to the already engineered carriageway boundary, and as such, the potential for exposure of unrecorded cultural heritage features is considered to be negligible. Construction of the A82 road corridor is likely to have removed any archaeological remains that may have been present.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland NW Environment Team contacted for advice. Historic Environment Scotland (HES) or the Local Authority will be notified as required.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it shall be reduced as much as is reasonably practicable and ideally be limited to access on foot. There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

Landscape and visual effects

For the A82 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 at night on a rolling programme. 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.

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 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 shall 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 schemes are in proximity to Loch Lomond Woods SAC and the A82 Pulpit Rock scheme has ecological connectivity with the Glen Etive and Glen Fyne SPA. A HRA was conducted and it was concluded that there was no Likely Significant Effects (LSE) of the proposed works on the qualifying features of the designated sites based on the following factors:

- No works will take place within the boundaries of the designated sites.
- There is limited hydrological and ecological connectivity between the scheme extents and the designated sites.
- Best practice measures will be in place for working near water.
- No in-water works are required.
- The works are temporary and of short duration and restricted to the trunk road boundary.
- Robust containment measures will be in place to prevent pollution events from construction works.
- Qualifying features of the designated sites are likely already habituated to existing levels of light and noise on the A82 trunk road and standard good

practice measures will be in place to reduce noise and direct lighting onto the works area only.
- There is ample alternative habitat available for qualifying species of the designated sites to move away from the scheme extents.
- There are no cumulative or in-combination effects of the schemes on the designated sites.

Activities associated with the resurfacing works undertaken on site could potentially have a temporary adverse impact on biodiversity in the wider area as a result of an increased vehicle presence and the potential for noise and light disturbance to protected species and pollution of habitats.

A search of Transport Scotland's AMPS found records of Japanese Knotweed within the A82 Pulpit Rock scheme extent; and rosebay willowherb within the A82 Sloy Power Station scheme extent. Although works will be restricted to the engineered A82, additional mitigation measures to avoid the spread of INNS will be included in the Site Environmental Management Plan (SEMP) and adhered to on site.

There are areas of ancient woodland within 10m of the A82 Sloy Power Station 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.

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 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 Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting 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.

Geology and soils

Resurfacing works will be restricted to the A82 carriageway, and as such are not anticipated to result in change to or have an adverse impact on geology and soils. However, the following mitigation measures will be adhered to on site:

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

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- 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 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 3-4 nights per scheme on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient 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:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officer (EHO) from Argyll and Bute Council will be notified of works.
- 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.
- Operatives will be briefed using the ‘Being a Good Neighbour’ toolbox talk prior to commencement of the works.
- 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. Several access points are located within the scheme extent, however local access will be granted where required.

Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of limited duration and will move progressively along the full scheme extent. 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 night-time works to daytime 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 Scotland'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 Scotland 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 night time road closures with diversions in place. 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 active travel route to risk, 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.

A search of the LLTNP Planning Portal identified no approved planning applications within 300m of the schemes within the last six months.

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 Scotland 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.

A HRA was conducted due to the proximity and ecological connectivity of the sites to the Loch Lomond Woods SAC and the Glen Etive and Glen Fyne SPA and it was concluded that there would be no LSE of the works on the qualifying features of the designated sites.

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 and the Loch Lomond National Scenic Area, which are sensitive areas 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 an area of 0.42ha (Pulpit Rock) and 0.52ha (Sloy Power Station) along the A82 for a length of 600m and 870m respectively.
- 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:

- The works will not result on LSE on qualifying features of nearby designated sites, as concluded in the HRA.
- 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 several 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.
- The site compound will be located on made ground within TM.

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. Night time resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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.

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