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Environmental Impact Assessment Record of Determination

A83 East of Strone Point Phase 2 – Carriageway Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A83 carriageway within the Argyll and Bute Council. The works will involve the replacement of carriageway surface course over a total length of 538m and will cover a total area of approximately 0.3ha.

Exact depths of treatment (surface course, binder course, base course) are yet to be confirmed. Road markings and studs will also be replaced. Main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Install kerbing within pavement.
- Roll surface and allow it to go off.
- Install road markings and studs.
- Remove TM and open road.

The works are programmed to be completed within the 2024/2025 financial year and are currently due to commence in June 2024. The works will operate for a duration of five nights, between the hours of 19:00 and 05:00. Changes in the programme may result in the need for a change to programming dates or timings.

TM will consist of single road closures, facilitated by a convoy system. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A83 carriageway approximately 2km east of Inveraray, within the Argyll and Bute Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 11968 08938
- Scheme End: NN 11453 08794

Figure 1. Location and scheme extent of the proposed resurfacing works.

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) (Air Quality Scotland).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the proposed works (Air Quality in Scotland).

No sites are registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases within 10km of the scheme.

A manual traffic count point (ID: 50771) for the A83 carriageway is located 5.7km east of the scheme (Department of Transport). This records an average annual daily flow (AADF) of 5,604 vehicles, with approximately 7.4% of these being heavy goods vehicles (HGVs).

Cultural heritage

A desktop study using PastMap identified the following features of cultural heritage within 300m of the works:

- The scheme is located within the 'Inveraray Castle' Garden & Designed Landscape (GDL, GDL00223).
- Numerous Historic Environment Records (HERs) and Canmore features lie within 300m of the scheme. One of these HERs pertains to record of a military road within the scheme extents, along the course of the A83 carriageway.

No Listed Buildings, Conservation Areas, Battlefields, or World Heritage sites are located within 300m of the scheme (PastMap).

Landscape and visual effects

The scheme is located within a rural area, approximately 1.7km east of Inveraray with land surrounding the scheme being a mixture of woodland and coastal shoreline. Loch Fyne is a major tidal sea loch, located directly south of the scheme.

The scheme is located within the 'Inveraray Castle' GDL, as noted above.

The works are not located within a National Park or National Scenic Area (Sitelink).

The Landscape Character Type (LCT) within the scheme extent is categorized as 'Steep Ridges and Mountains' (no. 34) (Scottish Landscape Character Types), which is characterised by:

- Dramatic mountain ridges with steep, plummeting slopes and numerous rocky outcrops.
- Ribbon lochs and meandering rivers on narrow floodplains form dramatic contrast to surrounding slopes.
- Extensive conifer forests on lower slopes and open moorland, with bare rock faces on upper slopes and summits.
- Contrast between open land on upper slopes beyond the head dyke, and large fields enclosed by stone walls within lower glens.
- Scattered birch woodland alongside burns and on upper slopes and oak woodland on sheltered lower slopes.
- Settlement confined to narrow strip along loch edge and concentrated in small bays and at heads of lochs.

Historic Environment Scotland's HLAMap has highlighted the surrounding landscape to consist of a managed woodland and plantation.

The A83 carriageway forms an engineered corridor within the landscape.

Biodiversity

Upper Loch Fyne and Loch Goil Marine Protected Area (Nature Conservation) (MPA(NC)) encompasses Loch Fyne and expands to the south and west of the scheme, approximately 20m from the scheme extent at its closest point (NatureScot).

Strone Point, North Loch Fyne Site of Special Scientific Interest (SSSI) and Strone Point, North Loch Fyne Geological Conservation Review site (GCRS) overlap and lie adjacent to the A83 directly southwest of the scheme. For further details, refer to the 'Geology & Soils' section below.

The NBN Atlas holds records of numerous bird species within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their active nests as protected.

The NBN Atlas holds the following records of invasive non-native species (INNS) of plants, as listed on Schedule 9 of the WCA (denoted with '*'), or injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual under the same criteria:

- Japanese knotweed (*Fallopia japonica*)*
- Himalayan balsam (*Impatiens glandulifera*)*
- Curled dock (*Rumex crispus*)

Growths of Japanese knotweed (INNS) have been recorded by Transport Scotland's Asset Management Performance System (AMPS) along the wider A83 carriageway verges. Furthermore, INNS such as Himalayan balsam, Japanese knotweed and Rhododendron (*Rhododendron ponticum*) are known to be present along the A83 and may occur on road verges within the scheme extent, however no instances are currently recorded on AMPS within 300m of the scheme.

Habitats in the surrounding area are dominated by mixed deciduous and coniferous woodland and coastal waters. Coastal habitat is provided by the Loch Fyne - Upper Basin, which lies 20m south of the A83. Woodland cover in proximity to the scheme is abundant with woodland flanking the trunk road within the scheme extents.

The Argyll and Bute Council does not record any Tree Preservation Orders within the scheme extents (Argyll and Bute Council).

Woodland listed on the Ancient Woodland Inventory (AWI) as long-established (of plantation origin) flanks the A83 carriageway within the scheme extents (SE Map).

Geology and soils

The scheme is located partially within the Strone Point, North Loch Fyne SSSI (ID: 1500) (NatureScot), which is designated due to presence of Dalradian earth science features. This SSSI has a related Geological Conservation Review Site (GCRS), which encompasses the same boundary as the SSSI at this location (SiteLink).

Bedrock within the scheme is recorded as a combination of 'Ardrishaig Phyllite Formation' (semipelite, calcareous), which is a metamorphic bedrock; 'Central Scotland Late Carboniferous Tholeiitic Dyke Swarm' (quartz-microgabbro), which is an igneous bedrock; and 'North Britain Siluro-devonian Calc-alkaline Dyke Suite' (lamprophyres), which is also an igneous bedrock (GeologyViewer).

Superficial deposits within the scheme extent are recorded as Raised Marine Deposits (clay, silt and sand), which are superficial deposits (GeologyViewer).

Soils within the scheme are recorded as brown earths and no peat soils are recorded within the scheme (Scotland's Environment).

Material assets and waste

The proposed works are necessary to resurface a section of the A83 carriageway, requiring base/binder inlay, and reinstatement of road markings, studs, and kerbing where required. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Pre-cast concrete kerbs

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 the Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

A Site Waste Management Plan (SWMP) is not expected to be required for this scheme. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

For sensitive 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 the Transportation Noise Action Plan (Road Maps) (TNAP).

No noise modelled data is available on Scotland's Noise Map for the A83 carriageway at the scheme extents (Scotland's Environment).

Baseline noise levels in the scheme extent are likely to be primarily influenced by traffic along the A83, with secondary sources likely derived from nearby forestry activity.

Population and human health

The scheme lies within a rural area with one residential property located within 300m of the scheme. This property lies adjacent to the A83 trunk road and is located 30m from the scheme. Roadside shelter belts provide an element of screening from the carriageway. The access point to the property is located within the scheme extents.

There are no non-motorised provisions such as footways, Core Paths (Scotland's Environment), National Cycle Network (NCN) routes (OSMaps), or walking routes as listed on WalkHighlands located within the scheme.

One layby lies adjacent to the southbound carriageway of the A83 within 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

Upper Loch Fyne and Loch Goil MPA is located south of the scheme, details of which are provided in the 'Biodiversity' section above.

Loch Fyne - Upper Basin (ID: 200334) lies along the A83 carriageway 5m south at its nearest point. Loch Fyne - Upper Basin is a coastal waterbody in the Scotland river basin district and has been classified by SEPA under the Water Framework Directive 2000/60/EC (WFD) in 2022 as having 'Good ecological potential' (SEPA). It is 47.3km^2 in area.

Numerous minor waterbodies, considered to be minor tributaries or drainage ditches, are culverted beneath and/or lie within 300m of the scheme.

The scheme falls within the Oban and Kintyre (ID: 150698) groundwater body which is classified as being in 'Good' condition. The groundwater body is also designated as a Drinking Water Protected Area (DWPA) (Ground).

Loch Fyne shoreline is recorded as being at high risk of coastal flooding, which means this area has a 10% chance of flooding each year. This flood risk does not extend to the A83 carriageway within the scheme extent (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 included a target of reducing CO_2 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.

Cultural Heritage

Although there are records of cultural heritage interest within 300m of the scheme extents, any excavation works associated with the scheme are restricted to the already engineered carriageway boundary, and as such the potential for exposure of cultural heritage features is considered to be negligible. Construction of the A83 road corridor is likely to have removed any archaeological remains that may have been present.

Works will be like-for-like in nature and will not result in any change to the features of the GDL.

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 Environment Team contacted for advice.
- 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 will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will 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

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and machinery. Works will be restricted to the A83 carriageway boundary and will be limited to the like-for-like replacement of the carriageway, and will be temporary in nature.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape, or any change to the

designation features of the Inverary GDL. 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 shall be reinstated as much as is practicable.

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 located 20m north of Upper Loch Fyne and Loch Goil MPA(NC). No significant negative impacts on the MPA(NC) are expected as a result of works, based on the following factors:

- All qualifying features are either sediment features or invertebrates located within the marine environment. No works are required within the water environment, and as such no potential for direct impact (i.e. deposits, removal or damage) to these features exists.
- Standard pollution prevention measures will be in place during works to prevent pollution from entering Upper Loch Fyne or the surrounding environment.
- The qualifying features are not susceptible to noise increases, which may occur during the works.

During road resurfacing, 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.

All works will be restricted to the A83 carriageway surface and will not entail any vegetation clearance or works within the soft verge. There are no earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited

potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species. In addition, no INNS have been recorded on NBN or AMPS within the scheme extents.

Consultation with NatureScot and any relevant authorisations/consents will be obtained as required prior to works commencing. Any required mitigation measures will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the 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 to be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. Consultation with NatureScot will be undertaken as required.
- Artificial lighting shall be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works will take

place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.

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

Geology and Soils

The scheme is located partially within the Strone Point, North Loch Fyne SSSI which is designated due to presence of Dalradian earth science features, and the associated GCRS.

No excavation or earthworks out with the existing carriageway will be undertaken, thus any change to local soils or geology is not expected. In addition, the works do not entail any operations requiring consent (ORC), as per the individual SSSI details (NatureScot).

All works are confined to the A83 carriageway and are restricted to like-for-like replacement of the road surfacing material. No earthworks are expected as part of these works, however excavation within made-ground may result in localised and minor soil exposure or disturbance. The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges is not permitted.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Standard good practice measures, like containment measures for working near water, to prevent water and soil pollution will be detailed in the SEMP and adhered to on site.

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.
- 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 must 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. The works will employ a night-time working pattern, and one property falls within 300m of the schemes. 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 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.
- Residents within 300m of the scheme will be notified in advance of the works, likely by a letter drop. This notification will include details of proposed nature, timings and duration of the works, and a 24-hour contact number for the BEAR Scotland Control Room.
- 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 as early in the nightly schedule as possible, where reasonably practicable.
- 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 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 TM measures. One access point is 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.
- Construction lighting will consider the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Access to residential properties must be maintained during the works.
- 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 TM 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

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the 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 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.
- 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 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 disposed at local landfill.

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

Vulnerability of the project to risks

Loch Fyne shoreline is recorded as being at high risk of coastal flooding (10% chance of flooding each year), however this flood risk does not extend to the A83 carriageway. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the made ground of the A83 carriageway and TM will be designed in line with existing guidance. TM will consist of single lane closures with a convoy system. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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 of cumulative effects

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Argyll and Bute Council Planning Portal (Map Search) has not identified any planning applications submitted within the last year, within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website (Map Search) has not identified any other upcoming roadworks programmed on the A83 carriageway within 300m of the works in the next six months.

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 Scotland 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) are located partially within the Strone Point, North Loch Fyne SSSI which is a site designated as 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 (EIA) is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is restricted to the 0.3ha of existing carriageway.
- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made-ground on the A83 carriageway.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.

Location of the works:

- Works are located within the Inverary GDL but are restricted to like-for-like replacement of the trunk road surfacing. Therefore, the works will not result in any changes to the GDL or its overall character.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the works:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Any cumulative impacts on road users from nearby works will not be of a significant nature, and will be further managed through appropriate local notification.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- No in-combination effects have been identified.

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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