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Environmental Impact Assessment Record of Determination

A83 Rest and Be Thankful (RaBT) Lower Slope Works Channel 3A

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out remediation works to address erosion at Channel 3A (Figure 1) along the A83 southeast of the Rest and be Thankful (RaBT) viewpoint.

The works will entail scour protection and slope stabilisation at Channel 3A downslope of the A83 trunk road. It is proposed to protect the slope with a reinforced concrete facing below the level of the A83 culvert outfall, held in place with soil nails. A concrete apron will be installed below the concrete facing and will incorporate boulders from the stream to resist scour. Above and adjacent to the level of the A83 culvert outfall (but downslope of the trunk road), it is proposed to stabilise the slope with flexible facing (Tecco mesh / MacMat R) held in place with ground anchors up to three metres in length (see Figure 2). Shallow excavation is required to remove loose material to allow the construction of the concrete apron, with any wastes to be removed off site.

The concrete facing and apron below the A83 outfall are intended to provide protection (and prevent further scour) to a localised area which has already experienced a degree of scour. The flexible facing secured with ground anchors above the level of the A83 culvert outfall is intended to provide slope stabilisation and prevent regression of the failure, which could impact the A83 trunk road.

Figure 1: Photo taken in January 2026 showing scour and slope failure downslope of the A83 culvert.

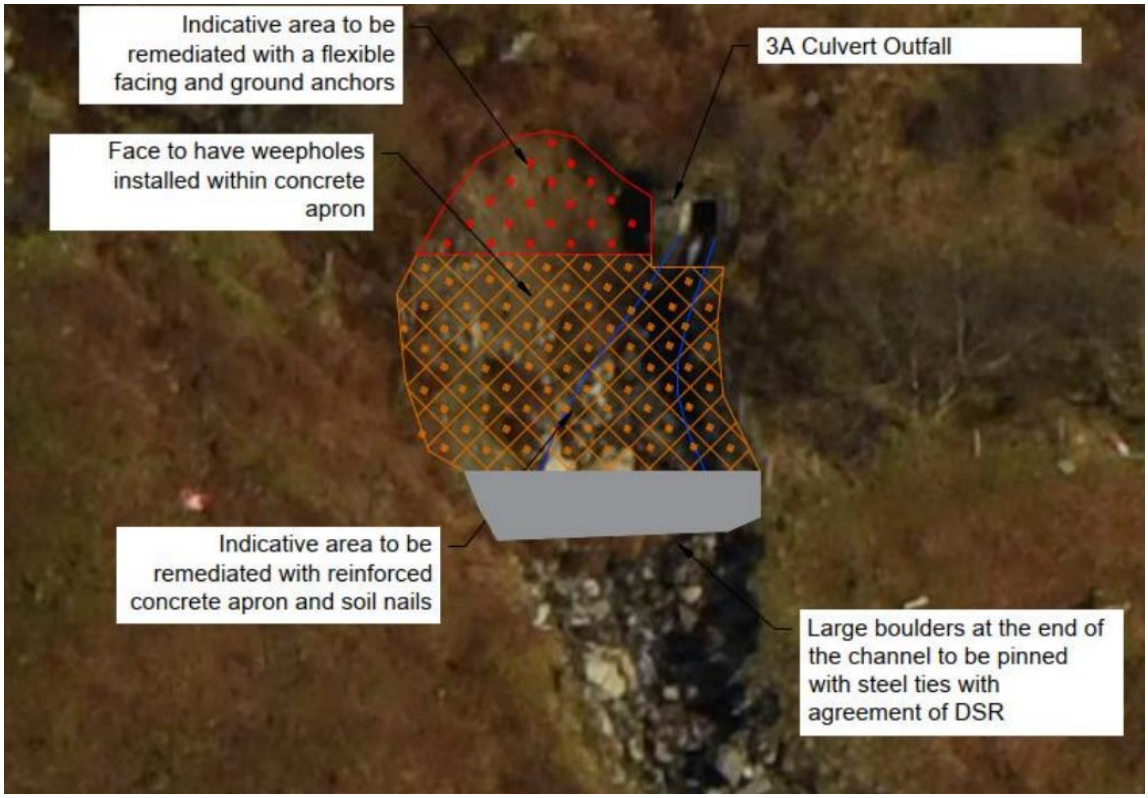

Figure 2: Indicative remedial work at Channel 3A.

These works are currently programmed for April 2026, with the duration expected to be approximately four weeks. Site working hours will be between 07:00 and 19:00. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will involve two-way temporary traffic lights with 30mph temporary speed restriction. A site compound will likely be established in the quarry to the southeast of the scheme, which has been used during previous phases of works at RaBT.

Location

The scheme is located on a section of the A83 carriageway approximately 1km southeast of the RaBT viewpoint, within the Argyll and Bute Council region (Figures 3 and 4). The National Grid Reference (NGR) for the scheme is NN 23760 06818.

Figure 3. Map showing scheme extent at Channel 3A in red box.

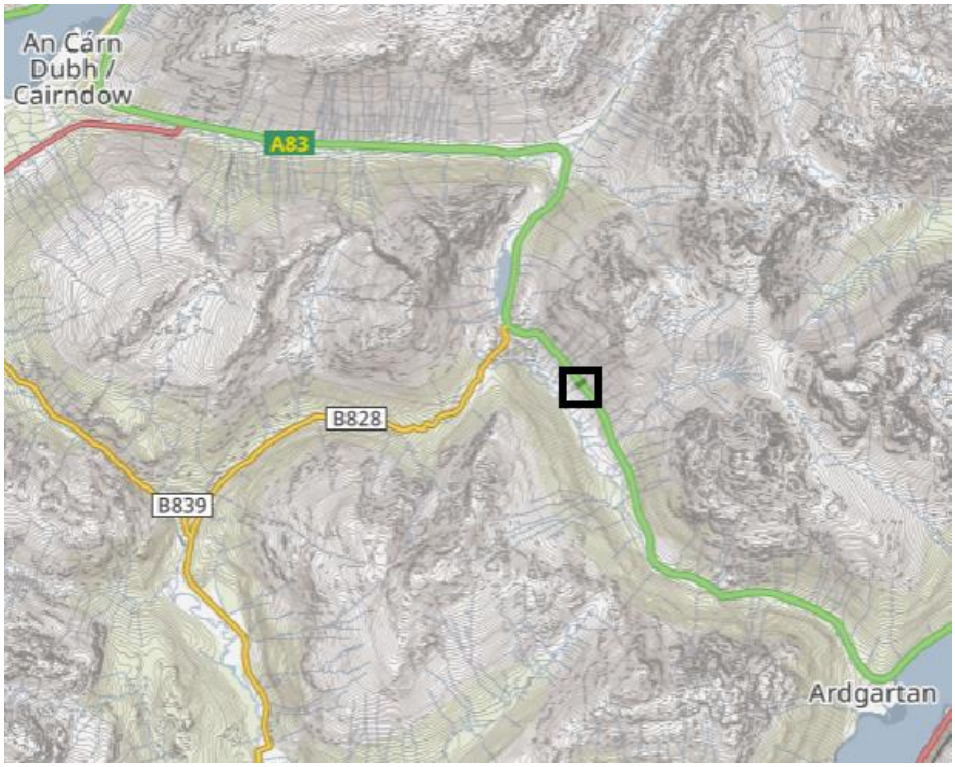

Figure 4. Map showing scheme location along the A83 (black box).

Description of local environment

Air quality

The scheme is not located within an Air Quality Management Area (AQMA) and there are no air pollutant recording sites within 10km of the scheme (Air Quality in Scotland). Due to the rural location, air pollution levels are expected to be low within the scheme.

There are no sites on the Scottish Pollutant Release Inventory (SPRI) with air pollutant releases within 10km of the scheme.

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A83 trunk road and ongoing temporary construction associated with the RaBT remediation works.

Cultural heritage

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

Of lesser cultural heritage interest, there are two Historic Environment Records (HERs) within 300m of the scheme: the 'Dumbarton - Tarbet - Inveraray - Tyndrum Military Road' which lies 100m south of the trunk road and 'Walkover Survey: Rest And Be Thankful, Argyll' which details an archaeological survey conducted on the adjacent Scottish Ministers' land uphill of the A83 at the scheme extents.

Landscape and visual effects

The scheme is 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

There are no National Scenic Areas (NSA) located within 300m of the scheme.

The Landscape Character Type (LCT) within the study area is 'Upland Glens – Loch Lomond & the Trossachs' (no. 252) (Scottish Landscape Character Types), which has the following key characteristics:

- Often narrow with little flat glen floor, strongly enclosed by steep hill slopes of the adjacent Steep Ridges and Hills and Highland Summits.
- Steep glen sides often patterned with rocky outcrops, boulders and screes but also extensively forested, particularly on lower slopes.
- Tributary burns and rivers cut deep gullies into slopes and many feature waterfalls and cascades, pools and rocky outcrops.
- Walled pastures sometimes occasionally occurring on lower (usually south-facing) slopes. Heather covers better drained areas and bright green flushes appear at spring lines on hill slopes.
- Some glens covered with extensive coniferous forestry.
- Notable ancient and semi-ancient woodlands of oak and birch in some glens, Natural regeneration of scrub woodland where grazing has declined as in the Luss Glens.
- Relict wood pasture and Caledonian pine woodlands evident in some areas,
- Scattered trees and native woodland trace the edges of burns.
- Sparsely settled but with some isolated farms in lower reaches of glens, these often south-facing.
- Significant cultural features in more open glens, including shielings and abandoned field systems.
- Areas of crofting evident on some lower slopes.
- Some important historic strategic routes for communications and accommodate key road and rail links today for example.
- Classic views channelled up and down the Glens, with steep side slopes framing landscapes that lie beyond them.

The scheme is located within a rural glen with peaks either side of the scheme, with highly engineered areas (i.e. fencing, netting, catchpits, etc.) on the slope directly northeast of scheme extents. The slope downstream of the Channel 3A culvert outlet is prone to erosion but is subject to much fewer engineering installations.

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 in proximity to the scheme.

Biodiversity

The Glen Etive and Glen Fyne Special Protection Area (SPA) lies 2.7km north of the scheme. There are no other European-designated biodiversity sites within 2km of the scheme, or in the wider area which have connectivity to the proposed works.

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

The NBN Atlas did not return records of invasive or injurious plant species (as listed in the Network Management Contract (NMC)) under the same search criteria. Similarly, the Transport Scotland Asset Management Performance System (AMPS) also did not identify invasive or injurious plant species within 300m of the scheme.

The habitat in proximity to the scheme is dominated by rough grasslands and freshwater habitat provided by upland watercourses, with conifer woodland in the wider area.

There are no areas of woodland listed on the Ancient Woodland Inventory Scotland which lie within 300m of the scheme extents. There are also no areas of woodland or individual trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents (LLTNP).

Surveys for protected species and invasive non-native species (INNS) were carried out by the BEAR northwest (NW) Environment Team in January 2026 at Channel 3A. No INNS were observed during the survey.

Geology and soils

The A83 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) or SSSI designated for geological features.

Superficial deposits within the scheme extents are comprised of till (Diamicton) with bedrock of 'Beinn Bheula Schist formation' (psammite and pelite), which is a metamorphic bedrock type (BGS Geology Viewer).

The local soil type within the scheme extents are noted to be 'peaty gleyed podzols with peaty gleys with dystrophic semi-confined peat' (Scotland's Environment Map).

Soils within the scheme extents are recorded as being 'Class 3' carbon and peatland value (carbon-rich soils with some areas of deep peat) as displayed on Scotland's Peat Map (Scotland's Environment Map).

It should be noted that frequent landslips over the past several years have resulted in material deposits on the lower slopes of the RaBT area, including the area of proposed works.

Material assets and waste

The proposed works are required to reduce erosion and slope regression and will require the following materials:

- Shotcrete (assumed) for concrete reinforced apron
- Boulders (from existing bed) for concrete reinforced apron end
- Ground anchors
- Soil nails
- Grout
- Netting (Tecco mesh and Macmat R)

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

Wastes are not expected to be significant and will likely consist of soil, stone, and waste material generated from drilling. These materials will be reutilised on site as far as is reasonably practicable or removed off site for disposal at licenced waste facilities where this is not feasible.

Noise and vibration

For human noise and vibration receptors, refer to the 'Population and Human Health' section below.

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

The modelled 24 hour annual average noise level (L_{DEN}) along the A83 within the scheme extent ranges between 60 and 70 dB (Scotland's Noise).

The baseline noise and vibration in the scheme extents is likely to be primarily influenced by vehicles travelling along the A83 trunk road and construction associated with other slope remediation works. Secondary sources may include forestry works on the other side of the glen and tourism associated with the RaBT viewpoint.

Population and human health

The scheme is located within a rural area with no properties lying within 300m of the scheme.

As the scheme extent is set back from the road, there is no direct vehicular or pedestrian access to the scheme. However, the A83 lies less than 10m north of the scheme and the Old Military Road lies 100m south of the proposed works.

There are no National Cycle Network Routes (OS Maps), Core Paths (LLTNP Core Path Plan) or routes listed on WalkHighlands located within 300m of the scheme, however the A83 and Old Military Road may be used by walkers and cyclists.

It is anticipated that TM will consist of two-way traffic lights and a 30mph speed restriction, with possible access to the Old Military Road also required.

The A83, in proximity to the scheme extents, is a single carriageway with a national speed limit applying throughout. The Average Daily Traffic (ADT) flow at the nearest count point (4.8km south of the scheme; JTC08338) was recorded as 4,378 in 2025, of which 10.8% heavy goods vehicles (Transport Scotland data).

Road drainage and the water environment

Croe Water (ID: 10215) is a waterbody classified by the Scottish Environmental Protection Agency (SEPA) and lies 250m southwest of the scheme. Croe Water has last been classified as having a 'good' overall status (2024) (SEPA Water Classification Hub).

The Channel 3A watercourse in which works will take place is shown on an Ordnance Survey (OS) 1:50k scale map (SEPA Maps), and is therefore subject to authorisation under the Environmental Authorisation (Scotland) Regulations 2018 (EASR).

Multiple unclassified waterbodies (tributaries to Croe Water) lie within 300m of the scheme and are culverted under the A83.

The scheme is underlain by the 'Cowal and Lomond' groundwater body, which was classified by SEPA in 2024 as having overall status of 'good' (SEPA Water Classification Hub). The groundwater body is also recorded as a Drinking Water Protected Area (DWPA) (Ground) (Scotland's Environment).

A search of SEPA Flood Map showed medium to high (0.5 to 10% chance each year) likelihood of small watercourse flooding within the scheme (SEPA Flood Maps). The channel addressed in the scheme is also known to have periodically very high water flow.

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-

year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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).

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 excavation and drilling, and emissions from transportation of materials, the presence of construction traffic and vehicles idling. 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.

- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems. These will also 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.
- Cement bags will remain closed when not in use to prevent cast off to the surrounding environment.

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

It is assessed that the planned works will not adversely impact any nearby sites of cultural heritage interest as the works are not located within the footprint or direct proximity to any designated or undesignated cultural heritage sites. Although some excavation is required, this is limited to removing loose surface material for the installation of the concrete facing and therefore it is unlikely that any unrecorded artefacts will be encountered. The following mitigation measures will be included in the Site Environmental Management Plan (SEMP) to address any potentially unforeseen impacts on cultural heritage during construction:

- 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) 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 will be reduced as much as is reasonably practicable and ideally be limited to access on foot.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

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

Landscape and visual effects

During construction of the proposed works at Channel 3A, 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. This will be localised to the existing A83 carriageway and downhill slope around Channel 3A which is less visible from the carriageway. The works will be of short duration (approximately four weeks) and will be within an area of ongoing construction; therefore, any temporary visual changes are not considered to be significant for local receptors.

The works are located within the boundaries of LLTNP and will result in a localised, medium to long-term change to visual amenity at this channel due to the installation of concrete scour protection and flexible facing. However, while there will be minor alteration to landscape character, works are required to prevent further erosion and protect the integrity of the trunk road, with landslides and slope regression also resulting in long-term visual effects if left unmitigated.

Flexible mesh material has been selected to blend into the surrounding area and allow natural revegetation on the current bare face. Incorporating existing boulders into the concrete bed reinforcement will also align more with the look of other nearby channels and the wider slope. The area occupied by the concrete facing and apron

has been limited to the minimum area necessary to provide adequate bed reinforcement and prevent further scour. As such, any visual changes will be in keeping with the character of the road and will blend in with the surrounding topography and vegetation as much as possible.

The proposed works form part of several phases of temporary remediation works being carried out to protect the A83 until proposed medium-term and long-term solutions can be constructed. The medium-term and long-term solutions are currently being designed as major projects separate from the trunk road contract. As BEAR Scotland is not involved in these major projects, full details of these designs are not known at this stage. However, it is expected that the medium-term and long-term solutions will involve significant areas of works that are likely to encompass most of the temporary remediation works that have been constructed at RaBT and will result in a wider area of impact. Our understanding is that the medium-term and long-term solutions are being designed with input from LLTNP and will include assessment and mitigation of visual landscape impacts at appropriate scales for those schemes.

The works at Channel 3A will be carried out in line with good practice measures for managing the construction environment as outlined in the SEMP as follows:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects.
- Where applicable, upon completion of the works, any damage to the local landscape (movement of rocks, displacement of vegetation) will be reinstated as much as is practicable.
- The area will be left to naturally revegetate, however if this provides insufficient cover after six months, the area will be reseeded.
- Excavation and installation of new concrete will be limited to the minimum amount possible to facilitate installation of the proposed solution.
- LLTNP will be notified of the proposed works and any advice, if received, will be complied with.
- 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.
- 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 works area is located approximately 2.7km south of the Glen Etive and Glen Fyne SPA. Ecological connectivity was identified between the area of works and the

SPA due to the highly mobile nature of the designated feature. A Habitats Regulations Appraisal (HRA) was completed to assess potential impacts of the works on the SPA. The HRA concluded that likely significant effects (LSE) would not occur on the qualifying feature of this site based on the following factors:

- The works are of short duration (approximately four weeks).
- The works will be localised to the existing A83 engineered verge and lower slope, which is already subject to moderate traffic and construction movement.
- There is no requirement for helicopter flights as part of the works.
- There is an ample supply of alternative foraging opportunities in the wider area.
- Suitable nesting habitat has not been identified within proximity to works.
- As standard, good practice pollution prevention and noise reduction measures will be in place during construction.

During works, activities undertaken on site have the potential to result in adverse impacts on species that may be active within proximity of the proposed works. However, no signs of protected mammals have been identified during recent surveys of the area and there is limited suitable habitat to support protected species in the vicinity of works. As works are currently programmed during the main breeding bird season (March to August inclusive) and the area has suitable habitat for nesting birds, pre-works nesting bird checks will be carried out within two weeks and 48 hours prior to works. No injurious or invasive plant species have been noted in previous surveys at this site and are not expected within scheme extents. Further measures to be included in the SEMP are as follows:

- Site personnel will be instructed not to approach or touch any animals seen on site.
- Site personnel will remain vigilant for the presence of protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt, until such time that the species has sufficiently moved on.
- Measures to be implemented to protect the aquatic environment are detailed in the Road Drainage and Water Environment section below.
- No discharges into any watercourses or drainage systems will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing using the toolbox talks for protected species and nesting birds. The talks will specifically cover ecology, field signs of protected species, and legislation. Briefings will be clear and unambiguous, with all staff informed to stop works where a concern is raised. Works will not recommence until advice from an appropriately qualified ecologist is sought and appropriate mitigation is in place, where required.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate works

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.
- Artificial lighting used during hours of darkness will be restricted to the immediate working area and will be directed away from areas of suitable habitat (e.g. watercourses, woodland, shrubs) as far as is safe and reasonably practicable.
- Pre-works nesting bird checks will be carried out within two weeks and 48 hours prior to works commencing during the main breeding bird season (March to August inclusive).
- If an active bird nest is found in the vicinity of works, all works within 30m of the nest will not commence/stop until the BEAR Scotland Environment Team can provide advice.
- If nesting birds are found during works, consultation with NatureScot will be carried out and a licence will be sought if advised by NatureScot. If required, all conditions of any licences will be adhered to.

Taking into account the nature and scale of the works and the good site practice mitigation measures which will be adopted during the works, it is anticipated that any biodiversity effects associated with the proposed works will not be significant. This receptor is not considered further in this RoD.

Geology and soils

The works are required to return the slope below the A83 to a more stable condition following landslip events and severe erosion impacts. Although some minor excavation is required, it will be shallow and limited to removal of loose material to facilitate installation of the apron with disturbance to bedrock limited to anchor points. The works are not located in a GCRS or SSSI designated for geological features, and frequent landslips in this area over the past several years have resulted in material deposits on the lower slopes of RaBT, including in the area of works. Therefore, removal of loose material and the addition of a surface layer of concrete is not expected to have significant impacts on local soils or geology.

In addition, any excavations will be carried out with good practice measures detailed in the SEMP as follows:

- Excavated soil and rock will be stored in a designated area on level ground where practicable.

- Upon completion of the works, any damage to the local landscape (i.e. damage to verges and slope vegetation) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to on site.
- Excavated loose material will be removed from site by a licensed waste carrier as there is no scope to reuse this 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

During construction, there will be a temporary impact as a result of material consumption and waste production. 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.
- The solution has been designed with materials (Tecco mesh and Macmat R, existing in stream boulders) that will allow revegetation and reduce the requirement for concrete.
- 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.

Provided the following mitigation measures are followed during works, impacts during construction are not anticipated to be significant:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Bulk material will be delivered to site without packaging where possible.
- Supplies will be requested to minimise all packaging where possible.
- Materials will be re-utilised where possible.
- Facilities on site will be provided in a designated area to enable the correct segregation of waste, maximising recycling on site. These will be clearly marked and labelled.
- Wastes not suitable for reuse or recycling will be sent to landfill or special waste treatment facilities, depending on the nature of the waste.

- All waste stored on site will be adequately protected.
- All appropriate waste documentation will be present on-site and be available for inspection.
- All wastes and unused materials will be removed from site in a safe 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 retained by BEAR Scotland. A copy of the waste transfer will be provided to BEAR Scotland as early as practicably feasible and retained.
- During the site induction, all staff will be informed that littering will not be tolerated. Staff will also be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- All hazardous material will be stored in line with the Road Drainage & Water Environment section.
- A copy of the duty of care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Any contaminated ground as a result of the works will be removed and transferred off site as special waste.
- Any special waste (if generated) will be removed from site by a licenced waste carrier. Special waste will not be mixed with general waste and/or other recyclables.

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 there are no commercial or residential properties within 300m of scheme extents. Works will be completed during daylight hours over a short duration (four weeks) in a highly localised area close to the A83 trunk road. Noise is not likely to be a defining feature of the works based on the proposed working activities, with soil nailing generally considered a low-noise and low-vibration method for slope stabilisation works. Any potential to induce worst-case scenario noise and vibration will also be intermittent, temporary and short-lived.

With the implementation of the following mitigation, noise and vibration impacts during the construction phase are not predicted to be significant:

- The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974 and BS5228-1:2009+A1:2014 Code of Practice for Noise

and Vibration Control on Construction and Open Sites, will always be employed to reduce noise to a minimum.

- Where possible, inherently quiet plant will be selected for construction works.
- All plant, machinery and tools will be well maintained, including parts relating to noise minimisation.
- All plant, machinery, and vehicles will be switched off when not in use.
- Where ancillary plant such as generators are required, they will be positioned so to cause minimum noise disturbance.
- Movement of plant onto and around the site will have regard to minimising noise and will not be left running if not required for immediate use.
- All plant will be operated in a mode that minimises noise emissions and will have been maintained regularly to comply with relevant national and international standards.

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

There are no residential properties within 300m of scheme extents. Therefore, there is no potential for disturbance from noise and vibration to nearby residential properties.

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. However, the scheme has been programmed to make use of the existing TM measures along this section due to ongoing works in this area. Although increased journey times may occur, these are considered insignificant considering the relatively low traffic count on this section of the road.

However, with the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule will be communicated 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 direct impacts on the water environment due to operation in and adjacent to a watercourse with connectivity to various water bodies, as works may lead to potential changes in water quality from pollution events (e.g. loss of containment, particulate matter, chemicals, fuels, or by mobilisation of these in surface water caused by rain). Standard pollution prevention measures will be in place, in addition to relevant authorisation granted by SEPA, all conditions of which will be adhered to during the works. Appropriate mitigation measures for the containment of silt and concrete (such as silt fences or dry working areas) will also be in place and are to be confirmed by the subcontractor during procurement.

Installation of the concrete apron with boulders in the 3A watercourse is classed as an authorised activity under EASR. Consultation with SEPA has confirmed that an EASR Registration is required to permit this activity, but authorisation is not required for installation of the flexible facing with ground anchors. No works requiring authorisation will commence until the Registration is in place and all conditions of the Registration will be adhered to during works.

Provided the following mitigation measures are adhered to throughout the works, impacts during the construction phase are not predicted to be significant:

- No works requiring authorisation will commence until the Registration is in place and all conditions of the Registration will be adhered to during works.
- SEPA's Water General Binding Rules (GBRs) 7 and 9 will be adhered to throughout works.
- SEPA's Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will also be adhered to on site to prevent sediment or other materials entering the water environment.
- Any dust, concrete debris, or other materials (including concrete washout) produced during the works will be contained and removed from site to be disposed of appropriately.
- No discharges into any watercourses or drainage systems will be permitted.
- Appropriate measures (e.g., silt fencing, dry working area) will be implemented by the subcontractor to control loss and spillage of grout at the slope face and prevent spillage from entering the 3A channel watercourse.
- Pollution prevention measures will be checked daily and more regularly during periods of heavy rainfall to ensure they remain effective.

- 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 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.
- All hazardous material utilised on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements for storage.
- All hazardous material will be stored in line with COSHH data within a designated COSHH storage area at least 10m from watercourses, drains, or waterbodies. Oils and chemicals will be stored in appropriately bunded storage cabinets. The COSHH store will be locked with only appropriate personnel having access and an inventory register being maintained.
- The designated storage area will be on impermeable ground and fully bunded.
- Where applicable and practicable, bio-degradable hydraulic fluids and oils will be utilised in machinery.
- Where fuel is stored on site and refuelling actives are undertaken, the following will apply:
    - Only suitably bunded fuel bowser(s) or tank(s) in line with General Binding Rules and the Environmental Authorisations (Scotland) Regulations 2018 will be utilised on site.
    - The fuel bowser(s) and/or tank(s) will be stored at least 10m away from any watercourses, waterbodies or drains and away from being struck by plant and machinery.
    - All distribution and fuelling nozzles will be fitted with a shut-off valve.
    - All refuelling activities will be undertaken in a designated site with a drip tray positioned underneath the nozzles when not in use.
    - All fuel containers and nozzles will be secured, for example with a lock when not in use.
    - All staff undertaking refuelling actives will be appropriately trained and undertake these activities in line with site refuelling procedures.
- During refuelling of smaller mobile plant, a funnel and drip trays will be used.
- 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 available, then drip trays with a capacity of 110% will be placed beneath the equipment.

- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident reported to the project manager and the BEAR Scotland Environment Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- Mitigation detailed in the 'Biodiversity' section will be strictly adhered to.

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:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local facilities, where required.

Vulnerability of the project to risks

It is expected that the risk of structural failure and erosion on the A83 and adjacent private land at the scheme extent will be reduced following the works, which aim to tackle slope erosion and regression. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the A83 trunk road verge and lower slopes within 50m of the carriageway with access to the scheme gained via the carriageway or the Old Military Road. TM will involve single lane closures with two-way temporary traffic lights. NMUs will be accommodated within the TM setup where required.

The works will reduce the vulnerability of the A83 carriageway to future high rainfall and landslips events by preventing further slope regression and the risk of scour which could critically undermine the carriageway. Therefore, it is expected that the works will reduce the severity of major disasters that would impact the environment by contributing to the robustness of the trunk road and drainage system.

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.

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

A search of the Scottish Roads Works Commissioner website (Scottish Road Works) identified roadworks involving a single lane closure for slope inspection/remediation works in the same area as the proposed works. These roadworks are currently ongoing. The proposed works will operate concurrently or directly after the current works utilising the same lane closure, reducing TM requirements and disruption from TM set up.

These works take place along a section of the A83 that has been subject to a high degree of modification in recent years. This scheme forms part of several phases of temporary remediation works being carried out to protect the A83 until the medium-term and long-term solutions can be constructed. As such, some cumulative noise and visual disturbance effects are anticipated due to the increased frequency of personnel and plant presence as well as cumulative landscape modification. However, it is expected that the medium-term and long-term solutions will involve significant areas of works that are likely to encompass most of the temporary remediation works that have been constructed at RaBT and will result in a wider area of impact. Our understanding is that the medium-term and long-term solutions are being designed with input from LLTNP and will include assessment and mitigation of visual landscape impacts at appropriate scales for those schemes.

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.

A HRA Proforma was undertaken which concluded that LSE would not occur on the qualifying feature of the Glen Etive and Glen Fyne SPA as a result of 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 in the LLTNP 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:

- The works are required to return the slope below the A83 to a more stable condition following landslip events and severe erosion impacts.
- The works are of short duration and will last approximately four weeks.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Although the scheme is located within LLTNP, the works involve minor landscape modification and will reduce the appearance and continuation of current significant erosion. Therefore, works are predicted to have a minor adverse but insignificant effect on its special landscape qualities. Advice from the National Park Authority will be sought, and recommendations received will be implemented as part of the works.
- No LSE has been identified on the qualifying feature of the Glen Etive and Glen Fyne SPA as a result of proposed works.
- The works area does not lie within any densely populated areas, any sites of historical, cultural or archaeological significance, or sites designated for their geology or soils.

- The site compound will be located on made ground within TM.

Characteristics of potential impacts of the scheme:

- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Residual visual impacts will be localised to the existing A83 verge and lower slope, with the design incorporating materials (boulders, biocompatible mesh) that are sympathetic with the surrounding landscape. A minor adverse change to visual amenity of the site is anticipated until construction of the medium-term and long-term solutions is completed.
- There is potential for an impact on water quality during construction as a result of potential spillage of concrete, grout and mobilisation of silt. However, with pollution prevention measures in place and with all relevant conditions of the EASR Registration being complied with, this risk is considered to be low.
- Works are programmed to be of short duration and undertaken during day-time hours.
- 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.
- Minor cumulative effects on visual amenity and landscape change have been identified.
- Nesting bird checks will be carried out within two weeks and 48 hours of work commencing.

References of supporting documentation

‘HRA Proforma - A83 Rest and Be Thankful Lower Slope Works Channel 3A/3B - BEAR Scotland, January 2026.

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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