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Environmental Impact Assessment Record of Determination

A83 Rest and Be Thankful (RaBT) Phase 7 Interim Solution

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to install a more permanent emergency solution to address slope regression at the Phase 7 culvert outlet along the A83 southeast of the Rest and be Thankful (RaBT) viewpoint. The works will include:

- Removal or decommissioning of the existing interim solution - the pins, spike plates and steel mesh (March 2025 works).
- Install permanent passive ground anchors, socketed into bedrock, with appropriate steel head plates and a flexible steel mesh facing.

These works are currently programmed for January 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 that has been used during previous works.

Location

The scheme is located on a section of the A83 carriageway approximately 800m southeast of the RaBT viewpoint, within the Argyll and Bute Council region (Figure 1; National Grid Reference (NGR) NN 23696 06942).

Figure 1. Scheme location.

Description of local environment

Air quality

A search of the Air Quality in Scotland online mapping tool records that the scheme extents are not located within an Air Quality Management Area (AQMA).

The scheme is located within the 'Argyll and Bute' council boundary area, which currently has no AQMA within its administrative boundary. There are no AQMAs associated with other Local Authorities located within 10km of the scheme.

Sites monitoring air quality in the wider areas records bandings to be within the 'green zone' (Low Index 1-3).

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 construction associated with the RaBT landslip 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).

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, pits etc) on the slope directly northeast of scheme extents. The slope downstream of the scheme is prone to erosion but 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

Glen Etive and Glen Fyne SPA lies 2.7km north of the scheme. There are no other European Sites within 2km of the scheme or sites in the wider area which have connectivity to the proposed works.

There are no locally or nationally designated 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 upland grasslands, conifer woodland and freshwater habitat such as lochs and upland watercourses. Much of the land directly adjacent to the A83 is heavily engineered with large fencing and netting due to high landslide risk on this slope.

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 INNS were carried out by the BEAR NW Environment Team in February 2025 at this location ahead of interim works at this culvert outlet. Due to site constraints, this was predominantly undertaken from the A83 carriageway utilising binoculars.

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 deposit within the scheme extents is comprised of Till (Diamicton) with bedrock of ‘Beinn Bheula Schist formation’ (psammite and pelite), which is a metamorphic bedrock (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-rich soils with some areas of deep peat) as displayed on Scotland’s Peat Map (Scotland’s Environment Map).

Material assets and waste

The proposed works are required to reduce erosion and undermining risk to the A83 carriageway assets and will require the following materials:

- Ground anchors
- Grout
- Netting (likely Tecco Mesh and Macmat R or similar)

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

Minimum wastes are expected and will mostly consist of soil and stone. Any waste material generated from drilling and regrading will be re-used on site where possible. Wastes arising from the previous solution such as metal plates and mesh will be disposed of at a licenced facility if they cannot be reused.

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 (LDEN) along the A83 within the scheme extent range between 60 and 70 dB (Scotland's Noise Scotland's Environment).

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 Rest and Be Thankful viewpoint.

Population and human health

The scheme is located within a rural area with no properties lying within 300m of the scheme. The 'High Glencroe' property lies 400m southwest of the scheme and is accessed via the Old Military Road.

As the scheme extent is set back slightly from the road, there is no direct vehicular or pedestrian access to the scheme. However, the A83 lies 6m north of the scheme at the closest point and the Old Military Road lies 100m south of the proposed works. Traffic management will be in place in the form of two-way temporary traffic lights with 30mph temporary speed restriction.

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.

A traffic counter 4.2km east of the scheme (JTC08338) records an Annual Average Daily Traffic flow (AADT) of 4,223 vehicles in 2024, of which 10.8% heavy goods vehicles (Transport Scotland).

Road drainage and the water environment

Croe Water (ID: 10215) is a classified waterbody by Scottish Environment Protection Agency (SEPA) and lies 300m southwest of the scheme. Croe Water has last been classified as having a 'good' overall status (2023) (SEPA Water Classification Hub).

Multiple unclassified waterbodies (minor tributaries, including the channel to be addressed by the proposed works) 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 2023 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 a high (10% chance each year) of flooding 15m upstream of the scheme (SEPA Flood Maps). The channel addressed in the scheme as well as nearby channels are 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 breaking out, 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. The following mitigation measures will be included in the 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

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. There will be a minor permanent change to local landscape due to installation of the new ground anchors and netting. However, any changes will be in-keeping with the character of the road and blend in with the surrounding topography and vegetation as much as possible. In addition, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A83 and direct verge; and the works will be of short duration (approximately 4 weeks). As such, the temporary visual impact of the works will be somewhat reduced and residual impacts will be minor due to the localised nature of the installation i.e. when complete, the visual appearance will remain largely unaffected with different anchors and netting on the 20x20m failure area being the only change. LLTNP will be notified of the proposed works and advised of the design in advance.

Works 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 will be reinstated as much as is practicable.
- LLTNP 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. A HRA Proforma was completed due to proximity and the mobile nature of the designated feature. The proforma concluded that no LSE would occur on the qualifying feature of this site given the scale/short duration of the works, localisation to the existing A83 engineered verge, the ample supply of alternative foraging opportunities in the wider area, the absence of suitable nesting habitat in proximity to works, and the standard good practice measures that will be in place during construction. As such, no further assessment was required.

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. Due to the nature and location of works and the short duration of works (4 weeks); no further surveys are recommended for any protected species. 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. 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 if the works are undertaken within the nesting bird season (assumed to be 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 will have a negligible adverse impact on geology and soils based on the fact that the scheme is not located within a GCRS and works will involve drilling but also stabilise current ongoing erosion. 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.
- If the soil is to be re-used on site, then it will be wetted (if necessary) during periods of dry weather to prevent drying out.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be 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

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.
- 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 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.
- If required, an exemption from SEPA will be secured to allow for the reuse of materials.

- 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 also be completed over a short duration (4 weeks) and highly localised to a small section of the verge. Works will be conducted utilising a day time working pattern. Noise is not likely to be a defining feature of the works based on the proposed working activities and 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, works are likely to utilise existing TM measures which are already present along this stretch of carriageway due to other 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 indirect impacts on the water environment due to operation adjacent to a minor watercourse with connectivity to various water bodies which 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).

Works are not required within the watercourses, and as such no authorisation under the Environmental Authorisations (Scotland) Regulations 2018 is needed. This has been confirmed during consultation with SEPA in October 2025.

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

- SEPA's General Binding Rules (GBRs) will be adhered to throughout works.
- No discharges into any watercourses or drainage systems will be permitted.
- 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.
- A spillage control procedure will be in place in which all staff are to be trained.
- 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.
- Drainage pipes will be capped during works to stop water flow before it reaches the new drainage chambers; water will outflow from the pre-existing culverts behind the cut-off points which will minimise water and material build up during works.

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 landfill, where required.

Vulnerability of the project to risks

It is expected that the risk of structural failure and erosion on the A83 at the scheme extent will be reduced following the works, by installation of a more permanent solution to tackle slope 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 within 30m of the carriageway with access to the scheme gained via the carriageway. 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 not result in any change in vulnerability of the A83 carriageway to flooding and/or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

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

A search of the LLTNP Planning Portal identified no approved planning applications within 300m of the 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 not commence until this road space becomes available (currently estimated to be January 2026). As such, no cumulative effects are anticipated with these roadworks or any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

A HRA Proforma was undertaken which concluded that no LSE would 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 proposed works involve modifications to the lower slope above the Phase 7 Culvert outlet, including removal of the current interim solution and installation of permanent passive ground anchors.
- Construction activities are restricted to a 400m^2 section of the verge.
- The works will last approximately 4 weeks.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- While located within LLTNP, the works do not involve any significant changes to the landform or vegetation considering there is already an engineering solution in place, and they are predicted to have a negligible effect on its special landscape qualities.
- No LSE will occur on the qualifying feature of the Glen Etive and Glen Fyne SPA.
- 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 are not considered to be significant.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

References of supporting documentation

'HRA Proforma - A83 Rest and Be Thankful Phase 7 Interim Solution' - BEAR Scotland, November 2025.

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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