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Environmental Impact Assessment Record of Determination

A83 Rest and Be Thankful (RaBT) Barrier Repairs – Revision 2

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake maintenance works at the A83 Rest and Be Thankful (RaBT) embankment. The works comprise maintenance of existing landslide debris fencing, silt management, and bank stabilisation within watercourses at five locations with a total length of approximately 700m and a total working area of approximately 0.7ha.

The proposed works comprise the repair and maintenance of existing landslide barrier infrastructure, including replacement or repair of damaged netting, brake elements and cables, together with infilling behind plinth blocks. Additional activities include the removal of accumulated sediment and debris from watercourse channels, construction of concrete baffle walls within the Phase 1 and Phase 7 watercourses, and removal of loose material from identified embankment failure areas. To facilitate the works, minor vegetation clearance may be required.

Main plant will include excavators, drilling rig, tipper trucks, pick-up, breaker, hand tools and the use of helicopter (if required). It is not anticipated that the use of a helicopter is required at this stage, however this is subject to change.

The main material will consist of concrete, rock anchors, grout, petrol and diesel.

The works are currently programmed for delivery during Financial Year 2026/27, with construction anticipated to commence in September 2026 over up to 6 weeks by utilising a daytime working pattern (06:00 – 18:00). Changes in the programme may result in a change to the proposed working hours/commencement date.

The site compound, including welfare facilities, is established at the location and sits at National Grid Reference (NGR): NN 24089 06463. Traffic management (TM) measures will comprise single lane closure with two-way traffic lights and speed reduction to 30mph. The TM strategy will be in line with recommendations and guidance in the Traffic Signs Manual Chapter 8 (Traffic Signs Manual Chapter 8). Access to junctions and private roads will be maintained where required. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The scheme consists of five sections along the A83 in proximity to RaBT viewpoint in the Argyll and Bute Council administrative area (see Figure 1) at the following NGRs:

Location 1 (Phase 12) Start: NN 24194 06181; End: NN 24166 06253
Location 2 (Phase 2b) Start: NN 23886 06704; End: NN 23828 06780
Location 3 (Phase 7 and Phase 3) Start: NN 23733 06916; End: NN 23664 07004
Location 4 (Phase 4b) Start: NN 23637 07027; End: NN 23500 07178
Location 5 (Phase 14 + north area) Start: NN 23423 07274; End: NN 23216 07340

Figure 1. Scheme extents.

Description of local environment

Air quality

A search of the Air Quality in Scotland online mapping tool records that the scheme extent is not located within or within 300m of an Air Quality Management Area (AQMA).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the scheme extent (Air quality in Scotland). The nearest air quality monitoring site lies approximately 20km south of the scheme extents at the Inverclyde Greenock A8 site, with the levels at the time of assessment noted to be in 'low' levels (Low Index 1-3).

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

Baseline air quality is likely to be primarily influenced by traffic along the A83.

Cultural heritage

A search of the PastMap mapping tool (PastMap) identified Category C Listed Building 'Glen Croe, 'Rest and Be Thankful' Stone' (ID: LB11816) 200m west of the scheme. No other Listed Buildings lie within 300m of the scheme.

Of lesser Cultural Heritage value, a number of Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) lie within 300m of the scheme extents. The nearest of these, 'Rest and Be Thankful, Argyll' (ID: 6350), is a NRHE which lies adjacent to the scheme extents.

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

Landscape and visual effects

The scheme lies within Loch Lomond and the Trossachs National Park (LLTNP) (NatureScot Site Code: 8621) (SiteLink), which has the following Special General Qualities:

- A world-renowned landscape famed for its rural beauty
- Wild and rugged highlands contrasting with pastoral lowlands

- Water in its many forms
- The rich variety of woodlands
- Settlements nestled within a vast natural backdrop
- Famous through-routes
- Tranquillity
- The easily accessible landscape splendour

The scheme is not located within a National Scientific Area (SiteLink).

The scheme is located on the A83 carriageway approximately 160m east of the RaBT viewpoint at its nearest point. The Landscape Character Assessment (LCA) classifies the landscape surrounding the scheme as “Upland Glens – Loch Lomond & The Trossachs” (LCA 252) 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 A83 Trunk Road connects Tarbet with Lochgilphead, Kennacraig and Campbeltown. It commences at the A82 / A83 junction within Tarbet leading generally south-westwards for a distance of 158 kilometres to (and including) its junction with New Quay Street at the Campbeltown Ferry Terminal. The A83 is a single carriageway along its length.

Biodiversity

Glen Etive and Glen Fyne Special Protection Area (SPA) (NatureScot Site Code: 10113) (SiteLink) lies approximately 2.3km northwest of the scheme at its closest point.

Due to high mobility of the qualifying features, ecological connectivity is present between the scheme area and Glen Etive and Glen Fyne SPA, and a Habitats Regulations Appraisal (HRA) has been undertaken. Refer to the relevant assessment section below for details.

Beinn an Lochain Site of Special Scientific Interest (SSSI) (NatureScot Site Code: 163) lies 220m west of the scheme at its nearest point. The SSSI is designated for siliceous scree (includes boulder fields), tall herb ledge and upland assemblage.

The scheme is not located within 300m of any other site designated for biological features, such as a National Nature Reserve (SiteLink) or Local Nature Reserve (Spatial Hub).

Numerous records of bird species were also returned within 2km of the works under the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected with some birds, particularly those listed on Schedule 1 of the act, which receive additional protection.

Under the same search criteria, no records of injurious or invasive species of plants (as listed in the Network Management Contract (NMC)) were returned.

A search of the Transport Scotland Asset Management Performance System (AMPS) online mapping tool did not return records of invasive or injurious weeds (as listed in the NMC) within the scheme extents.

Habitat in the surrounding area is dominated by rough grassland with exposed rockfaces and craggy peaks, with areas of dense plantation woodland to the south of the scheme. Freshwater habitat within the area is provided by numerous smaller watercourses which are culverted and/or spanned by the trunk road within the scheme extents.

There are no areas of ancient woodland within 300m of the scheme extents (Ancient Woodland Inventory).

There are no areas of woodland or individual trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents (Argyll and Bute Council) & (LLTNP).

BEAR Scotland undertook regular watching briefs during all helicopter flights associated with the A83 RaBT Barrier Repairs (Phase 1) between April and May 2026. In addition, BEAR Scotland's Environmental Team completed an Ecological Constraints Survey (ECS) for the A83 RaBT Lower Slopes Channel 3A/3B scheme on 7 January 2026. The Channel 3A/3B works are located in proximity to the proposed scheme.

No dedicated surveys for A83 RaBT Barrier Repairs have been undertaken due to the ongoing engineering activity, including heavy excavation within the working area. In view of the existing level of disturbance and the nature of the proposed works, ecological site surveys were deemed unnecessary.

Geology and soils

There are no geological SSSIs or Geological Conservation Review Sites within 300m of the scheme extents (SiteLink).

Bedrock within the scheme extents is primarily classified as Beinn Bheula Schist Formation comprised of psammite and pelite, with superficial deposits of diamicton till (British Geology Viewer).

Soils within the scheme extents are classified as peaty gleyed podzols with peaty gleys with dystrophic semi-confined peat (Scotland's Soils).

The carbon and peatland 2016 map records soil within the scheme as Class 3 and Class 5. Both classes identify peat soils with no peatland vegetation or some heath present (Scotland's Soils).

Material assets and waste

The RaBT embankment is subject to ongoing soil movement, which affects adjacent watercourses by causing sediment accumulation at barrier fences and altering natural channel alignments. Maintenance works are required to ensure effective drainage within the A83 trunk road boundary, minimise silt build-up, preserve watercourse functionality, and prevent further progression of landslips that could affect the stability of the embankment and surrounding infrastructure.

The proposed works will utilise the following materials:

- Concrete
- Rock anchors
- Grout
- Petrol and diesel

Wastes are anticipated to be excavated silt/landslip material and vegetation (if vegetation management is required). Concrete repairs may produce some concrete waste. Any waste material generated from excavation will be disposed of at a licenced facility.

As the scheme value is £550,000 a Site Waste Management Plan (SWMP) has been completed for these works.

Noise and vibration

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

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan (TNAP) 2024-2028.

The average modelled evening, day and night-time (Lden) noise level at the scheme extent range between 60-65dB (Scotland's Noise Map).

The nearest vehicle traffic counter to the scheme (Site name: A83 West of Arrochar, Site ID: 000000008338) lies approximately 4.03km south of the scheme. An Average Daily Traffic (ADT) flow was taken in 2025 which counted 4,326 motor vehicles, with 10.8% of these being Heavy Goods Vehicles (HGVs).

The baseline noise and vibration in the scheme extents are primarily influenced by vehicles travelling along the A83 trunk road.

Population and human health

There are two residential properties within 300m of the scheme extents. Both properties are well screened from the scheme extents by the surrounding topography. The closest property is located approximately 215m southwest of the scheme extents.

The RaBT viewpoint including car park lies 160m east at its nearest point. The access point to the viewpoint/car park lies 250m north of the scheme.

There are no laybys, footpaths, cycle paths, or local access roads within the scheme extents.

There is one WalkHighlands walking route within 300m of the scheme extents. The 'Beinn Luibhean' walking route begins on the south side of the Croe Water, and travels broadly north, at approximately a 45° angle from the A83 carriageway. The start of the walking route is located approximately 200m south of the scheme extents (WalkHighlands).

There are no recognised core paths (Argyll & Bute Council) or cycle routes within 300m of the scheme extents (OS Maps).

TM will involve single lane closure with two-way temporary traffic lights and 30mph speed restriction. No diversion routes are required.

Road drainage and the water environment

Croe Water (ID: 10215) runs broadly parallel to the scheme extents for the entire length of the scheme. It is located approximately 170m south of the scheme extents at its closest point. It was rated as having a "Good" overall status in 2024 (SEPA). It is part of the Cowal/Clyde Sealochs coastal catchment and ultimately drains into Loch Long.

The works require silt management and bank works within several minor and waterbodies unclassified by SEPA. Works within these watercourses are not subject to authorisation under the Environmental Authorisations (Scotland) Regulations 2018 (EASR). However, the Phase 7 watercourse at Location 3 is visible on the 1:50,000 Ordinary Survey Map and the proposed bank reinforcement works are therefore subject to authorisation under the EASR. All of the watercourses drain into Croe Water southwest of the scheme.

The scheme lies within the Cowal and Lomond groundwater basin (ID: 150689), which was classified as having a "Good" overall status by SEPA in 2024. It is also listed as a Drinking Water Protected Area (DWPA) (SEPA).

The SEPA indicative surface water online flood mapping tool records the A83 within the scheme extents as having medium to high likelihood of surface water and small watercourses flooding, which means that each year, this area has 0.5% to 10% likelihood of flooding.

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 adverse local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

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

- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the works.

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

Cultural heritage

Although the works are not located within the footprint of known cultural heritage features, excavation may unearth previously unrecorded artefacts. Accordingly, the following mitigation measures will be implemented:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. Historic Environment Scotland (HES) will be contacted as required.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- 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

The works are located within the boundaries of LLTNP and there will be a temporary, short-term impact on the landscape character and visual amenity of the site due to the presence of construction plant, vehicles, and traffic management measures. The majority of the proposed works will entail maintenance of existing resilience infrastructure and will therefore not result in additional visual changes to the landscape. The installation of the baffle walls within the Phase 1 and Phase 7 waterbodies will result in a minor visual change to the local environment. However, each wall is short (6m) and will be located within an existing catchpit. The works will be of short duration (approximately six weeks) and will be within an area of ongoing construction; therefore, any temporary visual changes are not considered to be significant for local receptors. LLTNP will also be notified of the works and any advice will be implemented into the scheme design where 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. 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.

In addition, the following mitigation measures will be implemented during the works:

- LLTNP will be notified of the works and any advice will be implemented into the scheme design where possible.
- Throughout all stages of the works, the sites will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The sites 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 Glen Etive and Glen Fyne SPA lies 2.3km northwest of the scheme. The qualifying species are highly mobile and may forage near the scheme extent. Furthermore, helicopter use may be required for the delivery and removal of materials and plant. If required, the helicopter typically operates to and from a base in Oban, with flight paths potentially passing in proximity to the SPA.

An HRA including Appropriate Assessment (AA) was completed for the first phase of barrier repair works to assess impacts of the proposed works on the SPA. The HRA concluded that ground-based activities will not result in any likely significant effects

(LSE). Furthermore, watching briefs carried out in May 2026 during a previous phase of works which required the use of helicopters did not record any qualifying features in the RaBT area.

With the following mitigation measures in place, there is not predicted to be an adverse effect on site integrity (AESI):

- Where possible, works will take place outside of the breeding season.
- Regardless of time of year, a watching brief will be undertaken during days that the helicopter is in use, to assess presence and any effect that helicopter flights may have.
- At least one pre-works survey will also be conducted prior to the helicopter flights, at least two weeks in advance of the works. If activity is recorded prior to the helicopter flights, additional surveys may be required to better understand activity patterns (regularity and distribution) which will further inform appropriate use of the helicopter (e.g. timing and flight paths).
- During the breeding season, if qualifying species are observed within proximity to the helicopter laydown area or flight path on the day of operations, the helicopter flights will cease until they have moved out of the area.

The HRA has been reviewed for Revision 2 works. The good practice measures and mitigation for helicopter use remain appropriate and therefore, the conclusions of the HRA remain valid for Revision 2 works.

Potential for ground nesting birds have been identified during the ECS within proximity to the scheme and as such if works are to commence within the general bird breeding season (March to August inclusive) then pre-works nesting bird surveys will be undertaken.

Consultation with the Argyll Fisheries Trust was undertaken to establish the presence of fish species within the watercourses located within the scheme extents which confirmed that no salmonid fish species are present within the affected watercourses. Furthermore, works will be carried out in accordance with best practice pollution prevention measures to ensure that water quality is protected and that fish species in Croe Water downstream of the working area are not adversely affected by the construction activities.

A temporary short-term increase in noise levels may occur during the works, potentially causing disturbance to local wildlife. Activities will involve the use of ancillary plant, vehicles, NRMM and potentially a helicopter, all of which will generate noise. However, no adverse impacts on wildlife were recorded during the previous phase of works associated with the RaBT landslip prevention works, and barrier

repair works are anticipated to result in similar levels of disturbance. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A83, and the scheme will be undertaken during stages consisting of few weeks (6 weeks in total) providing periods of no works in between. The works will utilise daytime working, which negates the requirement for artificial lighting. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

No invasive non-native species (INNS) of plants have been identified within the scheme footprint during the desktop survey. Appropriate mitigation measures will be implemented to ensure that INNS are neither spread nor introduced within the works area.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in addition to the ones detailed in the HRA, will be put in place to minimise impacts on biodiversity features in the area:

- Mitigation measures listed in the HRA and above will be strictly followed if helicopter use is identified to be required.
- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Pre-construction bird checks will be undertaken prior to the works if works are to be undertaken during bird breeding season (March to August inclusive).
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting (if required) will be directed away from areas of wider habitat and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.

- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The scheme is not located within an area designated for sensitive or protected geological features.

The works will involve excavation of silt/landslip material and there is potential for establishment of laydown areas within soft ground. Upon completion of the works, laydown areas and areas where soil has been disturbed will be reinstated as far as reasonably practicable. However, works are restricted to a highly localised area. If material and plant are required at higher points on the slope, they will be delivered by helicopter, which will reduce impact on surrounding soils. In addition, the works will improve the condition of existing resilience infrastructure and will provide a long-term positive effect on the stability of the slope. Therefore, the works are anticipated to have a minor beneficial impact on geology and soils. With the following mitigation measures in place, the likelihood of significant negative impacts on the geology and soils is low.

- Any excavation works will be kept to the minimum amount required. Excavated material will be removed with any remaining to be redistributed within the scheme extents.
- Multiple handling of excavated soil will be minimised.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on verges will be minimised as far as is reasonably practicable.

- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

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

The works exceed £350,000 threshold and as such, a SWMP has been undertaken. Any waste produced by the works will be disposed in a licenced waste facility.

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- If any non-hazardous waste material from excavations is to be re-used on site, all conditions of SEPA's General Binding Rules (GBRs) and best working practices will be adhered to.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed

waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork 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).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The works will, for example, require a range of ancillary plant, vehicles, NRMM and potentially the use of a helicopter for landslip barrier repair works. Noise will also be generated by using excavators and other machinery. As a result, there is potential for noise and vibration effects.

However, the works are not located within a CNMA or CQA, and works will also be completed over four phases with a total working programme of 6 weeks and working hours between 06:00 – 18:00.

The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- Affected local residents will be notified of works.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.

- All plant, machinery and vehicles will be switched off when not in use.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on vehicle travellers, and NMUs. However, there is no requirement for land take. Moreover, no full road closures are currently expected. No significant congestion issues are noted during the proposed construction hours, however increased journey times may occur, but these are considered insignificant considering the low traffic counts.

There are no NMU facilities within the scheme extents and significant impacts on RaBT viewpoint is not expected. Furthermore, the works are programmed to take place outwith the main tourist season to avoid disturbance to the travelling public.

Two dwellings lie within 300m of the scheme; however, both are set-back at least 215m from the scheme and suitably screened by intervening topography. Furthermore, all works are programmed for daytime working limiting potential for disturbance from noise, vibration and construction lighting. With the following mitigation in place, it is expected that the works will not have a negative impact on the population in proximity to the works.

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.

- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- 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

Silt management and bank works are required within several minor waterbodies unclassified by SEPA. Works within these watercourses are not subject to authorisation under the Environmental Authorisations (Scotland) Regulations 2018 (EASR). However, the Phase 7 watercourse at Location 3 is visible on the 1:50,000 Ordinary Survey Map and the proposed bank reinforcement works are therefore subject to authorisation under the EASR. The works fall under "Bank works less than or equal to 50 metres (EASR-SC-051)" and require an EASR Registration from SEPA, which will obtained prior to the works taking place. No works requiring the EASR Registration will be carried out until it is in place and all conditions of the Registration will be adhered to during construction.

The silt management works within minor watercourses will include activities permitted under SEPA's General Binding Rules (GBRs), including GBR 5 'Dredging in a previously straightened river, burn or ditch with an average bed width of <1m along the stretch to be worked' and GBR 13 'Sediment management within 10 metres of a closed culvert or 5 metres of an outfall or intake'. All conditions of relevant GBRs will be included in the SEMP and adhered to on site.

There is potential for temporary impacts on the water environment due to operation of plant within and within and in proximity to watercourses, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain).

There is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes

elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

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

- The required EASR Registration from SEPA will be obtained prior to the works at Phase 7 watercourse. All conditions of the Registration will be adhered to during construction and a copy of the Registration will be retained on site.
- All relevant EASR GBRs and standard working practices to comply with EASR for works in or near water will be included in the SEMP and adhered to on site during construction.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Concrete batching will be carried out on an impermeable surface at least 10m away from drains, water bodies, any open drainage facilities and trees (roots absorb water) but as close to the works as possible to prevent any spills or drips into open ground.
- Any concrete wash-out will be contained and removed off-site for appropriate treatment/disposal. Disposal of wash water into waterbodies or road drainage will not be permitted.
- Pollution prevention measures will be in place to manage concrete (including any wash water) and prevent escape to the watercourse.
- Cement powder, concrete retarding and concrete curing agents (if required) will be stored in areas away from roadside gullies, any open drainage facilities, and trees, with liquids being stored in a suitable bund or storage container.
- Appropriate measures will be implemented during works to limit the potential for wastes (i.e. soil) and materials (i.e. concrete) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.

- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

During the works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.

- Where possible, materials will be sourced locally and any waste which cannot be re-used or remain on-site will be disposed at local waste management facilities, to reduce greenhouse gas emissions associated with materials movement.

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

Vulnerability of the project to risks

The works will be programmed, as far as reasonably practicable, to avoid periods of adverse weather and heavy rainfall. Following completion of the works, waterflows within the watercourses present within the area will be improved which in turn will reduce flooding on the A83 in proximity to the works.

Works are restricted to the embankment at the A83 trunk road and TM will be designed in line with existing guidance. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

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

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works (i.e., primarily maintenance of existing infrastructure), no cumulative effects are anticipated with any other developments in the vicinity.

A search of the LLTNP Planning Portal identified no approved planning applications within 300m of the schemes, in the last 6 months.

A search of the Scottish Roads Works Commissioner website has identified that no other roadworks are noted as being planned in this area of the A83 trunk road at the same time as these schemes.

However, BEAR Scotland has programmed works at A83 Butterbridge and A83 Easn Dubh, located approximately 2.1km and 1.5km north of the A83 RaBT Barrier Repairs (Revision 2), respectively. These schemes are currently scheduled to be undertaken in August and early September 2026. If the current TM arrangements remain unchanged, the schemes would conflict with the TM required for the A83 RaBT Barrier Repairs (Revision 2) should they be undertaken concurrently. To avoid cumulative effects, only one set of TM will be permitted on the A83 at any one time where schemes are within 5km of each other and operate during the same working hours.

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 proposed 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. 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 its proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

An HRA, including an AA, has been completed for the proposed works. The assessment concluded that, with the proposed mitigation measures in place, the

works will not result in an AESI on the qualifying feature of the Glen Etive and Glen Fyne SPA. As part of the HRA process, NatureScot was consulted and confirmed its agreement with the assessment's conclusions.

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) is situated in whole or in part in the Loch Lomond and the Trossachs National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the schemes:

- The works are localised to the A83 RaBT embankment and extend along a 700m section of the A83, covering a total area of approximately 0.7ha.
- The works will be temporary, localised, and completed during daytime hours over 6 weeks.
- The works may require the use of helicopter for delivery of plant and materials to the embankment where access by foot and plant is not viable.
- The risk of major accidents or disasters is considered to be low.
- The works will improve the road drainage at the A83 RaBT embankment and the A83 trunk road.

- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the schemes:

- The scheme is located within land owned by Transport Scotland and as such, the works do not require land take.
- Although the scheme is located within LLTNP, the works involve minor landscape modification in an area of ongoing remediation works 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.
- Installation of baffle walls at the Phase 7 waterbody requires an EASR Registration from SEPA, which will be obtained prior to the works taking place.
- The scheme holds ecological connectivity with Glen Etive and Glen Fyne SPA which lies 2.3km northwest of the scheme. The HRA including AA concluded that the works will not result in an AESI on the qualifying feature of the Glen Etive and Glen Fyne SPA with relevant mitigation in place.
- 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 schemes:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and generally limited to the construction phase.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- As the works will be limited to the maintenance works at the A83 RaBT embankment, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be undertaken over 6 weeks by utilising daytime working programme.

- 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.

References of supporting documentation

F565 Habitats Regulations Appraisal (HRA) Proforma – A83 Barrier Repairs – Revision 2 (July 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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