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# Environmental Impact Assessment Record of Determination

## A828 Achnacona Croft Resurfacing

# Contents

# Project Details

## Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A828 carriageway, between Creagan and Appin.

Works will include the replacement of surface course and road markings over an approximate 1,424m length, covering a total area of 1.14ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course to various depths of up to 200mm
- Lay and roll new surface course
- Roll surface and allow it to set
- Mark out lining schedule on site
- Carry out lining/studding
- Remove TM and open road

The scheme is currently programmed to be completed within the first half of the 2023/2024 financial year, with a proposed start date of 16/07/2023. However, works may be delayed into the latter half of the 2023/2024 financial year (September 2023 to March 2024 inclusive). Works are expected to be completed over five days, operating between the hours of 07:00 and 19:00; however, changes in the programme may result in the need for night works.

TM will consist of single lane closures, facilitated by temporary traffic lights (TTLs) and a 10mph convoy traffic management system. If the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

# Location

The works are located on the A828 carriageway between Creagan and Appin, within the Argyll and Bute Council area (National Grid References: NM 95995 44958 to NM 94696 45529) (Figure 1).

Figure 1. Location and scheme extent of the proposed resurfacing works at A828 Achnacona Croft. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-3).

# Description of local environment

## Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) (Air Quality Scotland) declared by the Argyll and Bute Council. No Air Quality Monitoring Stations are located within 10km of the works (Air Quality Scotland).

One site registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases is located within 10km (5.5km southwest) of the works:

- SSF Processing Plant, S.Shian, Ledaig, Argyll - animal and vegetable products from the food and beverage sector.

Average Annual Daily Flow (AADF) for the A828 carriageway approximately 5km south of the scheme accounted for 2915 vehicles in 2021, of which 3.9% were heavy goods vehicles (HGV) (Road Traffic Statistics).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A828 trunk road, with secondary sources likely to arise from nearby forestry management and agricultural practices. As the scheme is located within a rural setting, pollution levels are not expected to be high.

## Cultural heritage

The following cultural heritage features are noted within 300m of the scheme (PastMap):

- Scheduled Monument 'Inverfolla, Fallen Standing Stone 150m Nne Of' (SM3918), which lies 7m south of the A828 carriageway and is separated by a grassed roadside verge, tree shelterbelt and fencing.
- Listed Building (Category B) 'Invernahyle House' lies 105m south of the scheme.
- Numerous Canmore features and Historic Environment Records (HERs) lie within 300m of the scheme extents. Two of these pertain to A828 road bridge, which lies within the scheme extents.

There are no World Heritage Sites, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme (PastMap).

# Landscape and visual effects

The scheme lies within a rural area, with land use surrounding the scheme dominated by forestry, rough grasslands and some agricultural fields. Urban development in proximity to the scheme is limited to scattered human settlements spread along the trunk road which are interspersed with farmsteads.

The scheme does not fall within any National Parks (NP) or National Scenic Areas (NSA) (Sitelink).

The Landscape Character Type (LCT) within the scheme extent is Lowland Ridges and Moss – Argyll (no. 51) (Scottish Landscape Character Types). The LCT is characterised by the following:

- Coastal lowland with low ridges separating narrow, linear glens or flat areas of moss.
- Ridges form low, narrow peninsulas enclosing small, horseshoe-shaped bays.
- Rocky ridges are densely wooded and linear glens are a patchwork of marginal pastures.
- Shoreline and off-shore islands have a more undulating landform and a more open character.
- Landform becomes lower and ridges less pronounced towards the south, where there are extensive areas of flat, peaty moss.
- Some relatively large houses in sheltered coves, with scattered, more recent development elsewhere.

# Biodiversity

A desktop study using Nature Scot SiteLink (SiteLink) has noted the following European sites within 2km of the scheme extents:

- **Loch Creran Special Area of Conservation (SAC).** The A828 trunk road within the scheme extent, spans An Lola and Allt an Uruisge waterbodies, which flow for approximately 700m and 1.2km (respectively) in a southerly direction before discharging into Loch Creran. The Loch Creran forms a part of the Loch Creran SAC approximately 800m from the scheme extents (at the Mean Low Water Springs (MLWS) point).

- **Glen Creran Woods SAC**. The SAC lies approximately 1.8km southeast of the scheme at its nearest point.

There are no biological Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserve (LNR) (SiteLink) within 300m of the scheme.

Additionally, bird species were also recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

The following records of invasive non-native species (INNS) of plants (depicted with *), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual were found using the same search criteria:

- Rhododendron *(Rhododendron ponticum)** - 30m of the scheme.
- Himalayan balsam (*Impatiens glandulifera*)* - 1km of the scheme.
- Broad-leaved dock *(Rumex obtusifolius)* – 50m of the scheme.
- Rosebay willowherb *(Chamerion angustifolium)* – 1.7km of the scheme.
- Common ragwort *(Jacobaea vulgaris)* – 0.8km of the scheme.

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS or injurious weeds within 300m of the scheme. One record of rosebay willowherb (invasive native perennials) was noted within the verges of A828 along the scheme extents.

Habitats in proximity to the scheme extents is a mixture of broadleaved woodland, rough grassland and some agricultural land. Freshwater habitat in proximity to the scheme is provided by An Lola, Allt an Uruisge and numerous minor waterbodies which lie in proximity to the scheme. An Lola and Allt an Uruisge are connected with a coastal watercourse 700m and 1.2km downstream from the scheme extents, respectively.

Two woodlands, listed on the Ancient Woodland Inventory (AWI) as ancient (of semi-natural origin) woodland, lie 120m and 140m north of the scheme (Scotland's Environment).

Considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished. As such, a desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

# Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) (SiteLink) or geological SSSI (SiteLink).

Superficial deposits within the scheme extent are comprised of the following deposits (BGS GeoIndex):

- Till, Devensian (diamicton)
- Raised Marine Deposits (clay, silt and sand)
- Alluvium (clay, silt, sand and gravel)

Bedrock within the scheme extent are comprised of the following metamorphic bedrocks (BGS GeoIndex) :

- Beinn Donn Quartzite Formation (semipelite)
- Beinn Donn Quartzite Formation (quartzite)

Soils within the scheme extent are recorded as mineral podzols, peat and brown soils (Scotland's Soils).

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

# Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

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

Investigations have confirmed that coal tar is likely to be present within planings removed from the scheme extent.

Wastes are anticipated to be primarily planings from the carriageway surface course. Uncontaminated planings will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road

Planings. The Contractor is responsible for the disposal of road planings and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (WML/XS/2005465).

The works are anticipated to encounter coal tar. Any coal tar contaminated planings will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings, as outlined later in this document.

A Site Waste Management Plan (SWMP) is not required for these works.

## Noise and vibration

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (Transportation Noise Action Plan (TNAP)).

There is no noise modelled data available for the scheme extent (Scotland's Noise Scotland's Environment). However, given the rural nature of the area and the low AADT flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A828 trunk road and occasionally by forestry management and agricultural activities.

Approximately fifteen properties lie within 300m of the scheme. The majority of properties consist of residential dwellings which are interspersed with some farmsteads. Properties in proximity to the scheme tend to lie along the A828 carriageway with a degree of screening from the trunk road provided by fencing, tree and shrub belts and intervening properties.

## Population and human health

Approximately fifteen properties lie within 300m of the scheme. The majority of properties consist of residential dwellings which are interspersed with some farmsteads. Access road to noted properties lie within the scheme extents.

National Cycle Network route (NCN) 78 (OS Maps) utilises a section of A828 within the scheme extents. NCN route 78 is a paved footway which is also noted as a core path C152(b) (ID: 1113) (Scotland's Environment). Two bus stops servicing 405 and 918 buses and one layby lie along the A828 within the scheme extents (WestCoastMotors).

There are no walking routes as listed on WalkHighlands (WalkHighlands) within the scheme extents.

TM will involve a single lane closure, facilitated by TTLs and a 10mph convoy traffic management system.

The A828 Trunk Road connects Connel with South Ballachulish. It commences at the A828 / A85 junction in Connel leading generally north-eastwards for a distance of 51 kilometres to its junction with the A828 in South Ballachulish. The A828 is a single carriageway along its length.

## Road drainage and the water environment

The A828 within the scheme extents spans An Lola (ID:10323), which is a classified waterbody by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (SEPA Water Classification Hub). An Lola is a river in the Appin Coastal catchment of the Scotland river basin district. The main stem is approximately 8.8km in length. An Lola was last classified by SEPA in 2020 as having 'High overall condition'.

Allt an Uruisge (unclassified) and numerous minor unnamed waterbodies, considered to be minor tributaries or drainage ditches, are culverted beneath the A828 within the scheme extents and lie within 300m of the scheme (SEPA Water Classification Hub).

An Lola and Allt an Uruisge flows for approximately 700m and 1.2km respectively in a southerly direction before discharging into Loch Creran (ID: 200075) (SEPA Water Classification Hub).

The scheme falls within the 'Kinlochleven' groundwater body which is classified by SEPA in 2020 as having 'Good' overall condition (SEPA Water Classification Hub). The scheme is located within a Drinking Water Protection Area (Ground) (DWPA).

There is no risk of river or surface flooding at the scheme location (SEPA Flood Map).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing $CO_2$ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

# Policies and plans

This Record of Determination (RoD) has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot)).

# Description of main environmental impacts and proposed mitigation

## Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere and increased prolonged vehicle and plant presence may result in higher-than-average emissions. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air quality are considered to be low.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.

- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much 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 shall be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains.

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

## Cultural heritage

Although there are features of cultural heritage interest within the scheme extents and within 300m of the schemes, construction of the A828 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. The Scheduled Monument is separated from the carriageway by a grass verge, roadside tree shelterbelt and a fencing, therefore there is no connectivity between the works and the Scheduled Monument. Some minor works will take place within the footprint of the HER and Canmore features (classified as road bridge); however, the works are deemed to be essential to keep road surface in stability sound condition (including the bridge noted as road bridge by HER and Canmore records) and safety of public users. When the works are complete, there will be no significant visual impact to the bridge, with renewed road surface being the only visual change. The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

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

## Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, proposed works will be restricted to like-for-like resurfacing of the A828 carriageway and will be carried out over five days on a rolling programme and land use will not change as a result of the works. Furthermore, the scheme does not lie within an area of land designated as an NSA or NP. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape must be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

# Biodiversity

Although there are European Sites located within 2km of the scheme extents, BEAR Scotland assessed via high-level screening that the works will not result in the potential for any Likely Significant Effects (LSE) on the qualifying features of the European Sites, by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A828 trunk road, with only 'like-for-like' replacement of road surface being undertaken which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SACs and no works are required within any part of the SACs.
- There will not be any in-stream works and the qualifying features of the SACs is also mainly non-mobile in nature.
- A daytime working pattern will be adhered to and any species at the scheme extent (and within the surrounding environment) will be accustomed to daily traffic flow/vehicle presence on the A828 carriageway at this location, levels of which will not be exacerbated due to presence of works.
- Given the highly rural location of the scheme it is anticipated that foraging species would easily avoid the works area, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- Containment measures will also be in place throughout works to prevent pollution or debris from entering spanned watercourses or the surrounding environment and travelling downstream to the SAC.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

During road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

Although, there are numerous records on invasive and injurious plant species noted in proximity to the scheme extents (and potentially unrecorded instances within the road verges adjacent to the carriageway within the scheme extent), all works will be restricted to the A828 carriageway and will not entail any verge working; therefore, it

is unlikely that any INNS or injurious weeds will be encountered. A toolbox talk for working near INNS will be included in the Site Environmental Management Plan (SEMP) and adhered to on site as a precaution.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A828 and the scheme is of short duration, using a daytime programming. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and 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. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- No tree-felling or in-stream works are permitted.
- Site personnel shall 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.
- Artificial lighting (if required) will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working

areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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.

## Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging shall 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.
- 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.
- Uncontaminated road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be provided and

filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- The works are anticipated to encounter coal tar and this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings (Coal Tar Guidance). This will include:
    - Coal tar contaminated road planings will be classified as a Special Waste.
    - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
    - Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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

## Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction

vehicles for the proposed activities. The works will take place during daytime working hours on a rolling programme. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks should 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.
- Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times.
- The BEAR 'Being a Good Neighbour' toolbox talk will be briefed to all operatives prior to commencement of works on site.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms should be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

## Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. Local residents will be notified of works via letter drop (if required) and road users will be informed of works through a media release, which will provide details of construction dates and times. Full road closures are not required and the works will be of short duration and will move progressively along the full individual scheme extents. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- If access to local properties is restricted, then residents will be notified of the impending works. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- 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.
- 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

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.

- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- All hazardous material stored on site will be 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 safe storage.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This shall 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 shall also be supplied beneath the equipment with a capacity of 110%.

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

## Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse

gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

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

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

## Major Accidents and Disasters

The trunk road, within the scheme extents, is not at risk of surface water flooding.

Works are restricted to the A828 carriageway boundary, and any TM will be designed in line with existing guidance. The proposed works are anticipated to last for a total of five days. TM will consist of single lane closures with TTLs and a day-time convoy system. Where required, alternative pedestrian/cyclist measures of passage will be included in the traffic management setup to minimise impact of the works on NMUs.

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

During construction, the properties closest to the works may be subject to several types of minor temporary disturbance such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect. A search of the Argyll and Bute Council Planning Portal (Map Search) identified one planning application within 300m of the scheme. It is proposed to undertake ‘demolition of existing dwellinghouse and erection of replacement dwellinghouse’ at 2 Lola Cottages, Appin, Argyll And Bute, PA38 4BA, which lies just 50m south of the scheme and the access road from the A828 is located within the scheme extents. The planning application is still awaiting decision from the local authority; therefore, it is considered unlikely that the works

will overlap. Furthermore, the resurfacing works are of a short duration and will improve the quality of the A828 road which in turn can aid works at the property (if approved).

A search of the Scottish Roads Works Commissioner's website (Map Search) has identified that no other roadworks are currently ongoing, or noted as being planned at the same time as this scheme, on the trunk road at the schemes location and within 3km of the scheme. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects anticipated.

BEAR Scotland programmes 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 a significant cumulative effect with any other future works in the area.

# Assessments of the environmental effects

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

# Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1ha.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (EIA) is required under the

Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria and review of available information has not identified the need for a statutory EIA.

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

**Characteristics of the scheme:**

- The total working area is 1.14ha.
- The works will be temporary, transient, localised, and completed during daytime hours on a rolling programme.
- The works will be like-for-like in nature and will be restricted to the existing A828 carriageway, and as such there will be no residual change to the local landscape as a result of the works.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment, including An Lola and Allt an Uruisge and by association Loch Creran SAC and Glen Creran Woods SAC
- Works are not expected to result in disturbance to protected species that may be present in the wider area.
- 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.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A828 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

**Location of the scheme:**

- The scheme is not situated in whole or in part within a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
- Although the works lie within 2 km of Loch Creran SAC and Glen Creran Woods SAC, it has been concluded that the works would not result in the potential for any LSE on the qualifying features of these sites.

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

**Characteristics of potential impacts of the scheme:**

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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.

# 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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