



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A82 Spean Bridge to Leanachan
Crossroads**

Active Travel Route

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to construct an active travel route along the A82 carriageway between Spean Bridge and Leanachan Crossroads. Works will include the installation of an asphaltic construction non-motorised user (NMU) route along a length of verge which currently contains numerous drainage ditches and vegetation. The exact design of this route is yet to be finalised, and may involve partial construction on both the eastbound and westbound carriageway verges. The scheme covers an approximate area of 0.66ha.

Although details are yet to be confirmed, it is likely that an area of private land shall be occupied to facilitate a link to the local road at the eastern scheme extent, for which removal of a section of fencing and vegetation will be required, although no tree felling is currently planned to facilitate works. Extension to a culvert will likely be required at the western scheme extent to facilitate widening of the verge at this point; the associated culverted watercourse will be dammed and over pumped through the culvert to provide a dry working area. There is potential for slight amendment to existing ditches within the verge. A temporary site compound will be created; the location of this will likely be within traffic management (TM) provisions on the A82 carriageway, however this is yet to be confirmed.

The works are currently programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024 inclusive) and are expected to commence in June 2023, with completion required prior to the commencement of the Mountain Bike Championships which are being held locally in August 2023. Works are expected to be completed over 6-8 weeks, operating between the hours of 08:00 and 18:00.

It is anticipated that the works will be facilitated using single lane closures and traffic signal controls, however overnight closures may be required for tie-ins. Exact TM arrangements will be confirmed following completion of the detailed design.

Location

The works are located on the A82 carriageway between Spean Bridge and Leanachan Crossroads, within the Highland Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 21787 81418
- Scheme End: NN 20837 81151

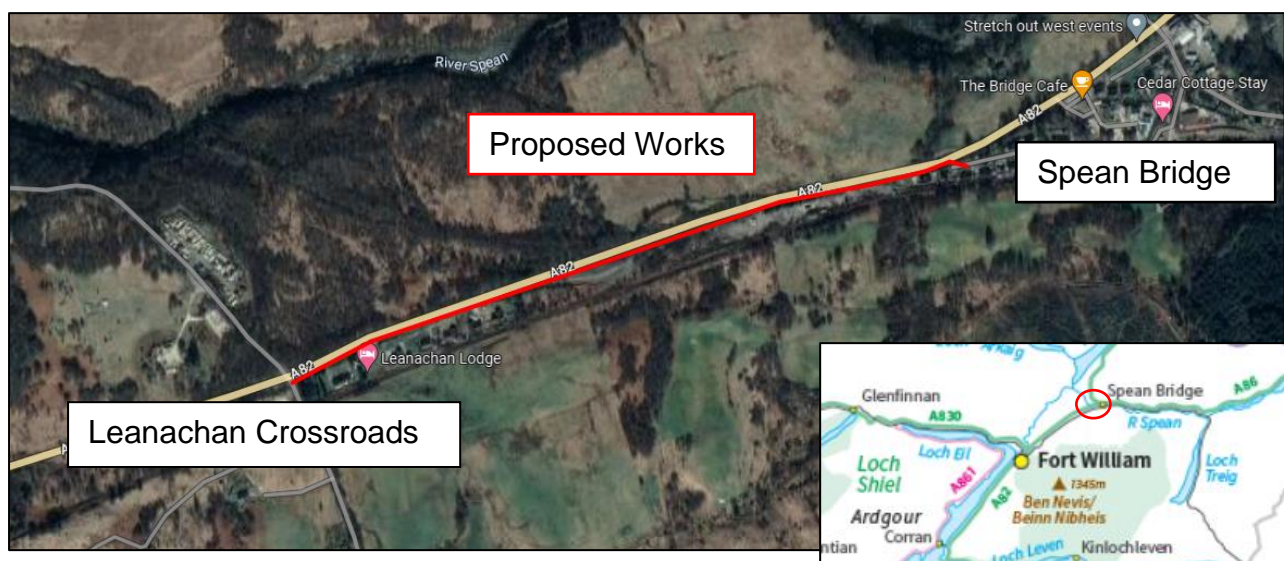


Figure 1. Location of the proposed active travel route installation at Spean Bridge. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0802-11).

Description of local environment

Air quality

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

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

Average Annual Daily Flow (AADF) for the A82 carriageway 7km southwest of the scheme (at the nearest traffic count point) accounted for 4,770 vehicles in 2021, of which 8.5% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Baseline air quality at the scheme is likely to be primarily influenced by traffic along the A82 trunk road, with secondary sources likely to arise from day-to-day urban activities associated within Spean Bridge, and rail movements from the West Highland Railway Line, which travels adjacent to the westbound carriageway at a distance of approximately 25m. Pollution levels in the general vicinity of works are anticipated to be low due to the rural nature of the scheme location.

Cultural heritage

A desktop study using [PastMap](#) has highlighted three Canmore National Records (CNR) and one Historic Environment Record (HER) within 300m of the scheme. The closest feature is Aonachan (Township), which is both a CNR and HER and is located adjacent to the westbound verge at the scheme extent. No items within this recorded feature have been assigned protected status.

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

Landscape and visual effects

The works do not lie within a National Park or National Scenic Area ([SiteLink](#)).

The Landscape Character Type (LCT) within the scheme extent is given as Broad Forested Strath (LCT No. 235) ([Scottish Landscape Character Types](#)). The Broad Forested Strath LCT key characteristics are:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.
- Simple, large scale mosaic of forested ridges, rolling pastures and heather moorland, but dominated by swathes of forestry.
- A comparatively densely settled landscape with villages, houses and sporadic commercial development.
- Quarries hidden amongst the woodland cover.
- Strong communication and service corridors.
- Long distance views from surrounding hills over the glens, which are framed by steep glen sides.
- Lochs, rivers or canals on glen floor have often been engineered or substantially altered by man.

Land cover surrounding the scheme is a combination of parkland, grassland, and woodland (broadleaved deciduous and non-riverine). ([Scotland's Environment](#)).

Biodiversity

The scheme falls entirely within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) ([SiteLink](#)). Refer to Geology and Soils section below for details.

The NBN Atlas holds record of numerous bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

The NBN Atlas also holds records of the invasive non-native species (INNS) Japanese knotweed (*Fallopia japonica*) and American skunk-cabbage (*Lysichiton americanus*), under the same criteria. The nearest INNS growth (Japanese knotweed) on NBN Atlas is recorded approximately 450m north west of the scheme, with no growths recorded within the scheme extents.

Transport Scotland's Asset Management Performance System (AMPS) does not hold any record of INNS or injurious weeds along the A82 within the scheme extent.

Habitat surrounding the scheme is a combination of parkland, agricultural grassland and woodland. The River Spean flows adjacent to the eastbound A82 carriageway at distance of approximately 140m at its closest point.

'Lochaber', an 8.11ha area of Ancient (of semi-natural origin) woodland (as recorded on the Ancient Woodland Inventory Scotland) is located approximately 200m north of the scheme ([Scotland's Environment](#)).

Field surveys

The BEAR Scotland NW Environment team carried out a preliminary ecological appraisal (PEA) and preliminary roost assessment (PRA) at the A82 Spean Bridge to Leanachan Crossroads on 16/03/2023. Seven trees with bat roost potential were identified between 20 and 40m from the scheme. These trees were assessed to have low to moderate summer roosting potential and negligible to low hibernation potential.

Climbed Stage 2 aerial inspections of the trees were recommended. These climbed inspections were carried out by Jenny Wallace Ecology (see below).

No signs of other protected species were identified during the survey.

Several stands of the INNS rhododendron (*Rhododendron ponticum*) were identified in the southbound verge throughout the scheme extent. One small, individual stand was identified within the verge at grid reference NN 21130 81255, and a number of larger areas of rhododendron growth were clustered at NN 20926 81188. No signs of other INNS were identified within the survey area, however rosebay willowherb (*Chamerion angustifolium*), a native perennial weed, was recorded at several locations along the southbound verge. The survey was undertaken outwith the optimal survey period for some INNS such as Himalayan balsam (*Impatiens glandulifera*).

Following a ground-based assessment (as outlined above), a Stage 2 aerial inspection survey was conducted on 18th April 2023 by Jenny Wallace Ecology. This survey entailed climbing the trees to more closely inspect any potential bat roost features in the trees.

An active nesting bird survey of the trees was also undertaken at the time of survey. No active bird nests were identified in any of the eight trees surveyed.

Geology and soils

The scheme falls partially within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) ([SiteLink](#)), which is designated for the earth science features 'Fluvial Geomorphology of Scotland' and 'Quaternary of Scotland'. The latest assessed condition of these features (July 2022) is noted as 'favourable maintained' and 'partially destroyed', respectively. Negative pressures faced by 'Quaternary of Scotland' include development and dumping/storage of materials. No negative pressures are recorded for 'Fluvial Geomorphology of Scotland'.

The scheme also lies partially within the Glen Roy and Parallel Roads of Lochaber Geological Conservation Review Site ([GCRS](#)).

The Generalised Soil Type at the scheme extents is humus-iron podzols ([Scotland's Soils](#)).

A desktop study using the British Geological Survey Map ([BGS GeoIndex](#)) identifies the local geology type as the following:

- Bedrock Geology: Fort William formation (Micaceous psammite and semipelite), which is a metamorphic bedrock.
- Superficial Deposits: glaciofluvial sheet deposits (gravel, sand and silt), which are sedimentary superficial deposits.

Material assets and waste

The proposed works entail installation of a new active travel route within verges adjacent to the A82 carriageway. Exact materials used are yet to be fully confirmed, however are likely to consist of:

- Type 1 Sub base;
- Bitumen Macadam binder course;
- Bitumen Macadam surface course;
- Traffic signing materials;

- Pre-cast Concrete kerbs;
- Concrete/poly drainage pipe; and
- Fresh concrete.

The scheme will require excavation of approximately 2,920m² (600m³) of earth to facilitate installation of the footway. Some excavated earth may be retained for localised minor re-profiling, but the majority will be recycled at licenced facilities. Other expected wastes are likely to consist of removed/cut-back vegetation and kerbing.

A Site Waste Management Plan is not required for this scheme.

Noise and vibration

The works are located in a semi-rural location west of the village of Spean Bridge within the Highland Council. Approximately 30 residential properties and several commercial properties (including hotels/accommodation) are located within 300m of the scheme. The closest properties are located less than 10m from the westbound A82 carriageway and are provided little acoustic screening from the proposed area of works due to lack of dense shelterbelts at this location.

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 \(TNAP\)](#)).

Scotland's strategic noise map does not hold any modelled noise data for the A82 carriageway at the scheme extent ([Scotland's Noise](#)). Baseline noise levels are likely to be primarily influenced by traffic travelling along the trunk road, with secondary sources likely derived from day-to-day urban activities associated within Spean Bridge, and rail movements from the West Highland Railway Line, located approximately 25m south.

Population and human health

Several properties (residential, hotels/accommodation and food premises) are located within 300m of the scheme. The closest residential properties are located less than 10m from the scheme and lack sufficient visual/acoustic screening from the proposed works area.

Two Core Paths fall within 300m of the scheme, however neither of these are located on or meet the A82 within the scheme extents ([Scotland's Environment](#)). No pedestrian footways, cycleways, or routes on the National Cycle Network are located

within the scheme extents ([Sustrans](#)). No routes listed on [WalkHighlands](#) are located within the scheme extent.

Several junctions/access points are located on the A82 carriageway within the scheme extents, which give access to residential and commercial properties.

The A82 Trunk Road, within the North West Network Management Contract, connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for a distance of 243 kilometres to its junction with the A9 at (but excluding) Longman Roundabout in Inverness. The A82 is predominantly single carriageway along its length, with some lengths of '2+1' carriageway.

Average Annual Daily Flow (AADF) for the A82 carriageway 7km southwest of the scheme (at the nearest traffic count point) accounted for 4,770 vehicles in 2021, of which 8.5% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Road drainage and the water environment

River Spean (Lochy to Laggan Dam - ID: 20346) flows adjacent to the eastbound A82 carriageway at distance of approximately 140m at its closest point ([SEPA Water Environment Hub](#)). This waterbody has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having 'Good ecological potential' and has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation ([SEPA Water Classification Hub](#)).

Three unclassified minor watercourses are culverted below the A82 carriageway within the scheme extents, including one for which a culvert extension is proposed. Several additional field drains/minor watercourses flow within 300m of the scheme, all outflowing into the River Spean.

The scheme falls within the 'Spean and Lochy Sand and Gravel' and the 'Fort William' groundwater bodies, which were both classified by SEPA in 2020 as having an overall status of 'Good'. These groundwater bodies are also designated as Drinking Water Protected Areas (Ground) ([SEPA water environmental hub](#)).

Small areas on the A82 carriageway and adjacent verge within the scheme extents are recorded as being at medium (0.5% chance of flooding each year) to high (10% chance of flooding each year) risk of surface water flooding ([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 CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- 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.
- 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.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- 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.

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

Three CNR and one HER are located within 300m of the scheme; the closest of which is located adjacent to the westbound verge at the scheme extent, however no items within this recorded feature have been assigned protected/designated status. Construction of the A82 road corridor and associated verge profiling 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. Some minor works will likely take place within or directly adjacent to the footprint of adjacent HER and Canmore feature; however, the works

are required to ensure the safety of public users. 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 obstructed views due to presence of the works (vehicles, machinery, operatives).

Proposed works will be predominantly situated within the A82 carriageway boundary (including adjacent verges) and will include installation of a new active travel route within the A82 verge. As such, these works will result in permanent visual change to the local landscape, localised along the existing A82 carriageway. Local receptors (specifically residential properties located adjacent to the carriageway) will likely have permanently altered views, however due to the restriction to the A82 verges and nature of the new installation, any change is considered to be minor. Local residents will be provided with initial design drawings and invited to provide feedback, to allow input into the design where feasible.

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 and site compound location will be appropriately reinstated following works (where not located within the A82 carriageway boundary).
- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The scheme is located within the Parallel Roads of Lochaber SSSI. This SSSI is designated for earth science features, and as such further details can be found in the Geology and Soils section below.

Following climbed inspections of eight trees with bat roost potential, only two were assessed to have low bat roost potential for small numbers of bats during the summer and winter periods (although neither had any potential to support maternity bat roosts). However, no evidence of roosting bats was found within any of the climbed trees, and no additional trees within 30m of the scheme were identified to have bat roost potential. The climbed inspections will remain valid for 18-24 months and tree felling is not currently planned to facilitate works. As a result, no significant impacts are predicted to roosting bats from the proposed work and there is no requirement for a licence to be obtained from NatureScot.

No signs of other protected species were identified during the survey.

The desktop study highlighted growths of Japanese knotweed and American skunk-cabbage in the surrounding environment, and several stands of rhododendron and rosebay willowherb (a native perennial weed) were identified in verges throughout the scheme extent during the field survey. No signs of other INNS were identified within the survey area. Where works are required within or within proximity to INNS growths, there is potential for works to disturb and spread INNS. INNS mitigation and relevant pollution controls will be in place to ensure there is no spread or loss of containment to the local environment.

During construction of the new active travel route, activities undertaken on site could potentially have a temporary adverse impact on biodiversity as a result of an

increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

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. No evidence of protected species was highlighted during the survey, and any species in the area are likely to be accustomed to road noise on the A82. 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 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 and INNS.
- No works will take place within nearby woodland areas and no tree felling is currently planned to facilitate works.
- Any in-stream works required will adhere to appropriate mitigation measures to prevent pollution to the water environment. All works with proximity of watercourses will adhere to best practice measures and General Binding Rules (see Road drainage and the Water Environment section below).
- 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 shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- A pre-works nesting bird survey and protected species check will be carried out to ensure that there are no nests or other species' resting places present in areas that will be immediately affected by the works.
- Artificial lighting (if required) will also be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Site personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- Where works are required to be undertaken within areas of INNS growth, the following will apply:
 - No vehicles or plant are permitted to enter the verge unless absolutely necessary, and will instead be operated from the carriageway.
 - When a bucket from a vehicle or piece of plant has been operating within the verge, it shall be sufficiently cleared of soil prior to operating

over any other area i.e. washed down while still overhanging the contaminated area.

- Any tools or equipment that are used within this area shall be sufficiently cleared of any soils prior to being removed. All cleared material shall be suitably collected and deposited back into the contaminated area.
 - Any soils or wash water that inadvertently exit the verge will be collected and deposited back within the confines of the contaminated section of verge.
 - Movements of operatives within areas in close proximity to INNS growth will be kept to a minimum. Before leaving one of these areas, operatives will ensure that all Personal Protective Equipment (PPE), footwear, tools and plant are sufficiently cleaned and free of soil. This will ensure that no soils contaminated with an invasive non-native species are inadvertently taken off site, causing their spread.
 - Care shall be taken to ensure that wash water and cleared materials from PPE / equipment is appropriately contained and placed back within the contaminated area.
 - Care shall be taken not to tread or track soils onto the carriageway surface, as this will increase the risk of invasive non-native species spread.
- 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 falls entirely within Parallel Roads of Lochaber SSSI and GCRS, which is designated for earth science features. Negative pressures on these features include development and dumping/storage of materials, and Operations Requiring Consent (ORC) for this SSSI include:

- Extraction of minerals including sand and gravel, topsoil or sub-soil.

- Construction, removal or destruction of tracks, walls, fences, hardstands, banks, ditches, or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground.
- Modification of natural or man-made features.

The proposed works will involve various construction activities within those listed above, and as such consent is expected to be required from NatureScot prior to the operation. Due to the localised nature of the scheme adjacent to the already established A82 carriageway, and restriction to the upper layers of soil, any impact is not considered likely to be significant, however this assessment will be confirmed via consultation with NatureScot. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low.

- SSSI Consent will be obtained prior to commencement of the works. Any advice or proposed mitigation within this consent will be included within scheme design and will be adhered to on site. In the event that SSSI consent is not deemed a requirement following consultation, this will be received in writing from NatureScot. Works will not proceed until either SSSI Consent has been received, or the requirement for this has been ruled out by NatureScot.
- Works will operate in accordance with BEAR Scotland's 'SUDS Feature Maintenance Operations Procedure' (No. 112).
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e., damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Multiple handling of soil derived from excavations will be reduced as much as possible.
- The extent of exposed soil and duration of exposure will be kept to the minimum required for the works.
- Excavated soils will be re-used on site as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in *Road drainage and the water environment* 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

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.
- All appropriate waste documentation must be present on site and be available for inspection. A copy of the Duty of Care paperwork should 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.

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

Noise and vibration

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a day-time working pattern; this does not eliminate potential for noise disturbance to nearby sensitive receptors however will reduce potential for disturbance to sleep. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- Due to the prolonged works period (up to 8 weeks), the local Environmental Health Officer will be notified in advance of the works.
- Local residents will be pre-notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- 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 shall 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.
- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- 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 NMUs as a result of operational noise and delays due to traffic management measures. No local access is likely to be obstructed by presence of works or TM. Local residents in proximity to the

scheme may experience visual disturbance due to lack of screening between the A82 carriageway and nearby residential properties.

Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of moderate duration (up to 8 weeks), however will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

Road drainage and the water environment

An extension of a culvert structure within the scheme extents will likely be required to facilitate verge extension as part of the active travel route installation. The culvert to be extended channels a minor watercourse (not shown on a 1:50,000 scale Ordnance Survey map) below the A82 carriageway, and works do not involve 'culverting for land-gain, dredging or permanent diversion/realignment'. As such, these extension works do not require authorisation from SEPA, however must comply with relevant general binding rules (GBRs).

As such, there is potential for temporary impacts on the water environment due to operation of plant within and within 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). This 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:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the Site Environmental Management Plan (SEMP) and will be adhered to on site.

- Relevant general binding rules (GBRs) will be complied with, in particular *GBR6: Construction and maintenance...of a minor bridge over a river, burn or ditch*, *GBR9: Operating any vehicle, plant or other equipment (machinery) in or near any surface water or wetland for the purpose of undertaking any other GBR activity or for the purpose of maintaining an existing man-made structure in or near any surface water or wetland*, and *GBR10b: The discharge of water run-off from a surface water drainage system to the water environment from... roads*.
- The dry working area will not be re-watered until all works on the culvert are completed, and any concrete (where required) has fully set.
- 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 must be present to make sure that the checks have been carried out.
- 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 shall 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.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- 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 A82 carriageway within the scheme extent has been highlighted as being at medium (0.5% chance each year) and high (10% chance each year) risk of surface water flooding.

Works are restricted to the localised A82 carriageway boundary including the adjacent verges. The proposed works are anticipated to last up to 8 weeks. Any TM will be designed in line with existing guidance, and will consist predominantly of single lane closures and traffic signal controls, however overnight closures may be required for tie-ins.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site.

The works will involve installation of active travel route. The works will not result in any change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment. Installation of the active travel route will facilitate safe passage of non-motorised users (NMUs) between Spean Bridge and Leanachan Crossroads, which may result in a reduction of risk for NMUs at this location. The vulnerability of the project 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, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Highland Council Planning Portal ([Map Search](#)) identified no planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified that no other road works are currently ongoing, or noted as being planned, on the A82 trunk road in proximity at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR Scotland 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 road safety and it is located within the Parallel Roads of Lochaber SSSI 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 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, reference to consultations undertaken, and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- Construction activities are restricted to the approximate 0.66ha area proposed works, in verges adjacent to the existing A82 carriageway.
- The works will be temporary and will be localised to land directly adjacent to the existing carriageway.
- The works will result in permanent changes; however any visual impact is not considered significant due to the location and nature of the scheme.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low, with residual beneficial impacts for NMUs.

Location of the scheme:

- The scheme is located within a SSSI designated for earth sciences. Appropriate consent for any proposed activities will be obtained from NatureScot prior to the works. Works will be appropriately managed and any impact is not considered to be significant.
- The scheme will be located predominantly within the A82 carriageway boundary (including adjacent verges). Any land take required for tie-in of the scheme will be only that which is necessary 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. Residual impacts are anticipated to be minor and will be in keeping with surrounding features.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Potential impacts from construction works are expected to be temporary, short-term, non-significant, and limited to the construction phase. Residual impacts are considered to be beneficial for the local population and NMUs which may use this stretch of carriageway.
- 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.
- Mitigation measures detailed above and in the SEMP are 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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Published by Transport Scotland, June 2023

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