



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 North of Kingshouse Phase 2 - Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A82 carriageway between Glencoe Village and Bridge of Orchy. The works will consist of carriageway resurfacing and reinstatement of road markings throughout the full scheme extent. The scheme will take place over a length of approximately 710m, covering a total area of approximately 0.43h.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course;
- Lay new surface course;
- Roll surface and allow it to set;
- Mark out lining schedule on site; and
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The works are currently programmed to be completed within the 2024/2025 financial year. Works are expected to be completed over three nights; however, changes in the programme may result in the need for day-works.

TM will consist of single lane closures with temporary traffic lights and a convoy system. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A82 in the Highland Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 24592 55071
- Scheme End: NN 23941 55333

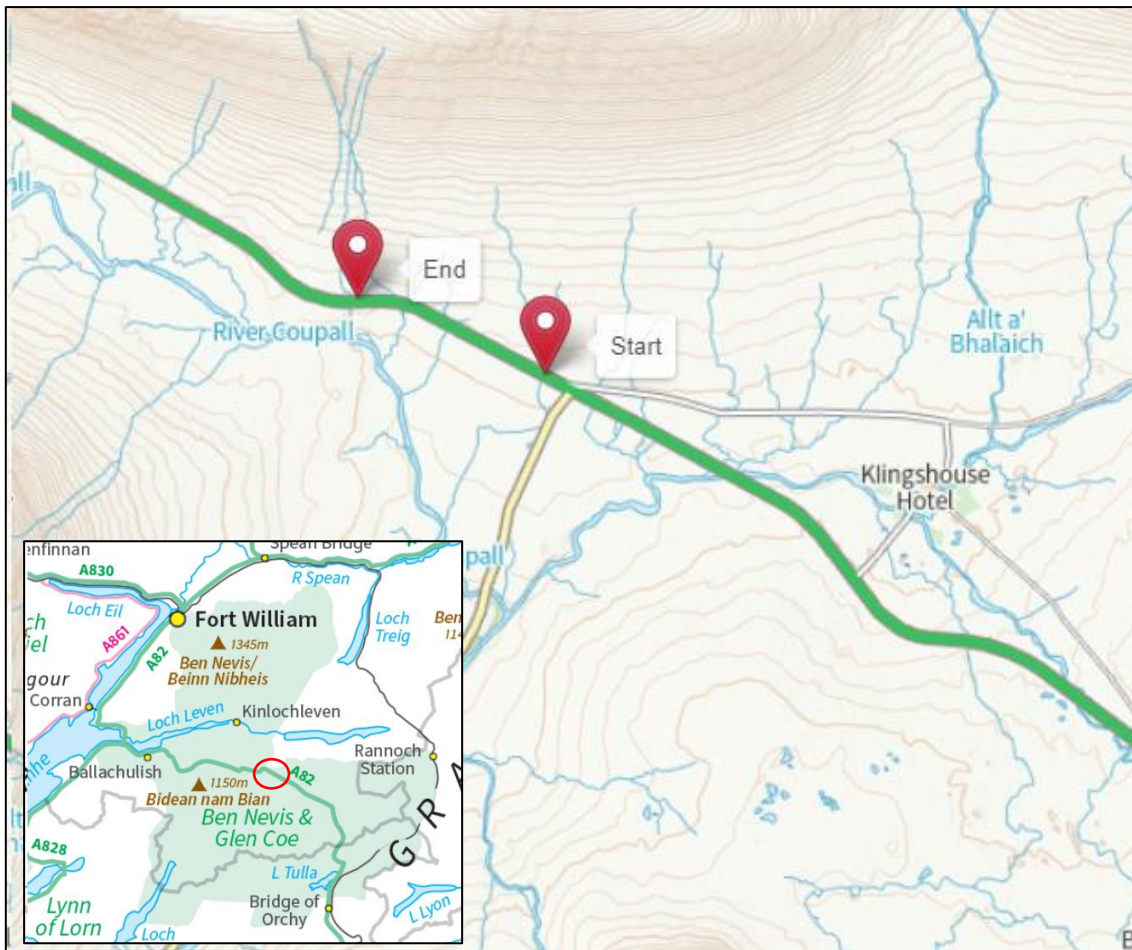


Figure 1. Location and scheme extent of the proposed resurfacing works at A82 North of Kingshouse

Description of local environment

Air quality

The scheme is not located within any [Air Quality Management Areas](#) (AQMA) declared by the Highland Council.

There are no air quality monitoring sites within 10km of the scheme ([Air Quality Scotland](#)).

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

Pollution levels in the general vicinity of works are anticipated to be low due to the remote nature of the scheme location. Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A82 trunk road.

Cultural heritage

According to Historic Environment Scotland's [PastMap](#), the Scheduled Monument 'Altnafeadh-Kinghouse, Old Military Road' is located 220m north of the scheme.

In addition, nine items recorded on both the Canmore National Record (CNR) and Historic Environment Record (HER) databases fall within 300m of the scheme. The closest of these pertains to the Glencoe Milestone (CNR), which lies within the scheme extent. All remaining records are set back at least 30m from the scheme extent.

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

Landscape and visual effects

The scheme is located within Ben Nevis and Glen Coe National Scenic Area (NSA) ([Sitelink](#)). The NSA has the following Special Qualities:

- A land of mountain grandeur
- A land of classic highland vistas
- Human settlement dwarfed by mountain and moorland
- The expansive Moor of Rannoch
- The spectacular drama of Glen Coe
- The wooded strath of lower Glen Coe
- The narrow and enclosed Loch Leven
- The impressive massif of Ben Nevis
- The wild Mamores and secretive Glen Nevis
- The fjord-like upper Loch Leven
- Long and green Glen Etive
- The dark heritage.

The Landscape Character Type (LCT) within the scheme extent is Boggy Moorland (no. 232) ([Scottish Landscape Character Types](#)). The Boggy Moorland LCT is characterised by:

- Vast waterlogged landscape, although one whose scale can be reduced by low hanging cloud and mist.
- Amphitheatre setting - a massive basin encircled by curtain of hills which are often accentuated by cloud draped summits.

- Large scale recurring landcover pattern of grass, rush and heather, scattered glacial erratics and mounds, pools and lochans with a few stunted trees.
- Lochans with trees and rocks provide local foci within the landscape.
- Small scale pattern of seasonal flowers and lichens draw the eye from the expanse into the detail of the bog surface.
- Minimal obvious human influence, giving a remote and wild landscape character.

The scheme is located on the A82 between Glencoe village and Bridge of Orchy, which is an area that is popular with tourists and outdoor recreationists. Land use surrounding the scheme is largely dominated by a combination of grassland, heathland, and moorland.

Biodiversity

The scheme falls within the boundary of Glen Etive and Glen Fyne Special Protection Area (SPA).

Rannoch Moor Special Area of Conservation (SAC) also lies approximately 1.5km east of the scheme.

The Glencoe National Nature Reserve (NNR) lies approximately 160m south of the scheme ([SiteLink](#)).

The NBN Atlas holds records of several 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 ([NBN Atlas](#)).

The NBN Atlas did not return records of invasive non-native species (INNS) of plants or invasive native perennials (as listed in the Trunk Road Inventory Manual) using the same criteria as above ([NBN Atlas](#)):

The record of the following, injurious weeds (as listed under the Weeds Act 1959), were returned using the same criteria as above:

- Broad-leaved dock (*Rumex obtusifolius*)
- Common ragwort (*Jacobaea vulgaris*)
- Creeping thistle (*Cirsium arvense*)

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS or injurious weeds within 300m of the scheme.

Habitats surrounding the A82 carriageway are dominated by extensive areas of temperate shrub heathland, raised and blanket bogs, and agricultural grassland.

There are no areas of woodland listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme ([Scotland's Environment](#)).

Habitat immediately surrounding the A82 carriageway is not considered likely to support protected species shelter due to its sparse nature of cover. Proximity to the A82 carriageway would likely further deter this due to associated disturbance levels from traffic. As such, a field survey has not been undertaken, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or a geologically designated SSSI ([SiteLink](#)).

Bedrock within the scheme is comprised of 'Rannoch Moor Pluton' (Granodiorite), which is an igneous bedrock, and 'Loch Treig Schist and Quartzite Formation' (pelite), which is a metamorphic bedrock. Superficial deposits within the scheme are comprised of hummocky (moundy) glacial deposits (diamicton, sand and gravel) and peat, which are sedimentary superficial deposit types ([BGS GeoIndex](#)).

Soils within the scheme extent are recorded as peaty gleyed podzols ([Scotland's Soils](#)).

The scheme is located within a 'Class 2' category of carbon and peatland importance. Class 2 relates to nationally important carbon-rich soils, deep peat and priority peatland habitat, with areas of potentially high conservation value and restoration potential. In addition, an area of 'Class 1' importance is located adjacent to the westbound carriageway, which is likely to be of high conservation value ([SE Map](#)).

Material assets and waste

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

- Asphaltic material:
 - TS2010 10mm aggregate
 - AC20 40/60 Binder
- Thermoplastic road-marking paint

- Bituminous emulsion bond coat
- Milled in road studs

Wastes are anticipated to be planings from the carriageway surface course, which 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.

Presence of coal tar within the scheme extent is yet to be confirmed following investigations.

The cost of the works is not expected to exceed £350,000. In the event that the scheme value exceeds £350,000, a site waste management plan (SWMP) will be created for this scheme.

Noise and vibration

There are no residential properties or other sensitive receptors within 300m of the scheme.

Works are not located within a Candidate Noise Management Area (CNMA) ([Transportation Noise Action Plan](#)).

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 Average Annual Daily Traffic (AADT) flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A82 trunk road.

Noise and vibration related to biodiversity is included within the Biodiversity section above.

Population and human health

No residential properties or other sensitive receptors are located within 300m of the scheme.

One layby is located on the westbound carriageway at the eastern scheme extent.

No Core Paths ([Scotland's Environment](#)), National Cycle Network (NCN) routes ([Sustrans](#)) or walking routes listed on [WalkHighlands](#) are located within the scheme extent. There are no paved pedestrian footpaths, bus stops, or other pedestrian facilities along the A82 within the scheme extent.

Street lighting is not present along this section of the A82.

The A82 Trunk Road 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 (as it is within the scheme extent), with some lengths of '2+1' carriageway.

In 2022, the average annual daily flow (AADF) of traffic was recorded at a count point on the A82 carriageway 8.5km east of the scheme, and accounted for 3,007 vehicles of which 6.15% were heavy goods vehicles (HGVs) ([Road traffic statistics](#)).

Road drainage and the water environment

River Coupall (ID: 10319) lies to the south of the A82, at a distance of approximately 130m at its nearest point. River Coupall is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2022 as having an overall status of 'Good' ([SEPA water classification hub](#)).

Several minor/unclassified watercourses are culverted beneath the A82 within the scheme extent, and there are numerous unclassified surface waterbodies and drainage features that lie within 300m of the scheme.

The scheme falls within the 'Upper Glen Coe' groundwater body which was classified by SEPA in 2022 as having an overall status of 'Good' and is also a Drinking Water Protected Area (Ground) ([SEPA water classification hub](#)).

The A82 within the scheme extent is not recorded as being at risk of surface or river 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 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 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 will 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 far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- 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 Record of Determination (RoD).

Cultural Heritage

A nearby Scheduled Monument (Altnafeadh-Kinghouse, Old Military Road) is located 220m north of the scheme. Due to restriction of the works to the A82 carriageway and sufficient distancing between the scheme and this cultural heritage record, no connectivity is present. Of lesser cultural heritage value, nine items recorded on both the CNR and HER databases fall within 300m of the scheme; the closest of which lies within the scheme extent (Glencoe Milestone).

All works are confined to the upper engineered layers of the A82 carriageway and are restricted to replacement of like-for-like road surfacing material. Therefore, the works do not include any alterations that would affect the historic and architectural character of the noted cultural heritage records or features.

In addition, construction of the A82 road corridor is likely to have exposed/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.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- Operatives will be notified of the cultural heritage features within proximity of the works.
- Archaeology toolbox talk will be briefed to operatives on site.
- There will 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. Where required, Historic Environment Scotland (HES) will be consulted.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of 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 vehicles, plant and operatives. However, proposed works will be restricted to like-for-like resurfacing of the A82 carriageway and will be carried out during night-time working hours over three nights. Land use will not change as a result of the works. Therefore, no change to the Special Qualities of the Ben Nevis and Glen Coe National Scenic Area are expected, and no consultations are required. 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 will 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

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 (noise) to protected species and pollution of habitats. Although the scheme lies within the Glen Etive and Glen Fyne SPA, the Habitats Regulation Appraisal (HRA) concluded that the works would not result in the potential for any likely significant effects (LSE) upon the qualifying features of this site by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A82 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, or removal or destruction of potential habitat.
- There is no requirement for land take (or resources) or site clearance from within the SPA and the works are limited to the existing A82 carriageway boundary, and as such stay within engineered ground.
- No suitable nesting habitat (i.e., trees or crags/cliffs) is located within 1.5km of the scheme.
- No significant or emissions sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

The scheme lies approximately 1.5km west of the Rannoch Moor SAC. There is no direct connectivity between the scheme and the SAC, and no significant dust or emissions sources will be introduced by the works, and standard pollution prevention measures will be in place during works. All works are restricted to the A82 carriageway and will not entail in-water works, excavation, tree felling, or other works

within (or with connectivity to) the SAC, and as such there is no potential for LSE on the habitat/freshwater features.

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 the scheme lies within the vicinity of Glencoe NNR, works are not likely to have a significant impact upon either of this site by virtue of the following factors:

- All works are restricted to made-ground within the A82 carriageway and will consist of like-for-like replacement of road surfacing material. Furthermore, the works do not entail any earthworks, tree felling, or other works within the NNR.
- No significant dust or emissions sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

There are also no earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works may take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. NatureScot will be consulted with as required.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.

- Relevant toolbox talks for working with protected species will be included in the SEMP.
- Where artificial lighting is required, it will be directed away from road verges, and waterbodies as far as is safe and reasonably practicable.
- 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

Resurfacing works include milling of the existing carriageway surface. Construction activities are restricted to made ground within the carriageway boundary and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- 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.

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 will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be 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 wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and 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.
- Presence of coal tar has yet to be confirmed. Road planings containing coal tar 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 scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles. The works are anticipated to take place during night-time hours; however, if the programme changes, there may be a requirement for day works. No residential or other sensitive properties are located within 300m of the scheme. 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.
- 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.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All 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.
- A 'soft start' will be implemented on site each day to ensure that there is a gradual increase in noise.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. Works are programmed for night-time hours when traffic count will be its lowest. Travelling public will be notified of works through a media release, which will provide details of construction dates and times. The works will be of short duration and 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:

- Works will be carried out during night-time hours.
- 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 (if required).
- 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 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

During resurfacing works, there is potential for temporary minor 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:

- The scheme will not entail any in-stream works.

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- 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.

Vulnerability of the project to risks

The scheme has not been highlighted as being at risk of surface or river water flooding.

Works are restricted to the made ground of the A82 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last three nights. Traffic management will likely consist of lane closures with convoy. Where required, alternative pedestrian routes 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 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](#)) has not identified any planning applications within 300m of the scheme (within the last year).

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, on the trunk road at the same time as this scheme. There are also no local authority road networks in proximity to the 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, 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) are situated in whole or part in the Ben Nevis and Glen Coe National Scenic Area NSA and the Glen Etive and Glen Fyne SPA, which are both sensitive areas within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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 less than 1ha.
- Resurfacing works will be like-for-like in nature.
- The works will be temporary, localised and will be completed during night-time hours.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- Removal of the carriageway defects will provide this section of the A82 carriageway with an extended life cycle, and will significantly improve the ride quality which will result in safer conditions for road users.

Location of the scheme:

- The HRA concluded that the works will not result in the potential for LSE on the qualifying features of the Glen Etive and Glen Fyne SPA, or Rannoch Moor SAC.
- Works will not result in any change to the landscape characteristics of the Ben Nevis and Glen Coe NSA, in which the scheme is located.
- Works will not have a significant impact on the Glencoe NNR.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- Any impacts to the local landscape during the construction phase will be minor, temporary and are 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.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The SEMP will include plans to address environmental incidents.

- 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 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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SCOTLAND**

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