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Environmental Impact Assessment Record of Determination

A82 North of Glencoe Viewpoint Culvert – Phase 1

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out road drainage works along the A82 trunk road. The culvert 1 carrier pipe (refer to Figure 1) has been identified to be severely damaged and is not repairable. The works propose to fill the culvert 1 and divert the water from the waterbody 1 to the culvert 2 which has the capacity for extra water flow.

The works will include the following activities:

1. Blocking off the damaged culvert 1 (see Figure 1) either side of the A82 carriageway.
2. Fill the voids within the culvert 1 with concrete.
3. Excavate a new ditch along a southbound of the A82 in order to divert the Waterbody 1 (see Figure 1) water away from the damaged culvert 1 to a culvert 2 (see Figure 1). Excavated earth material is to be site casted within the road verge.

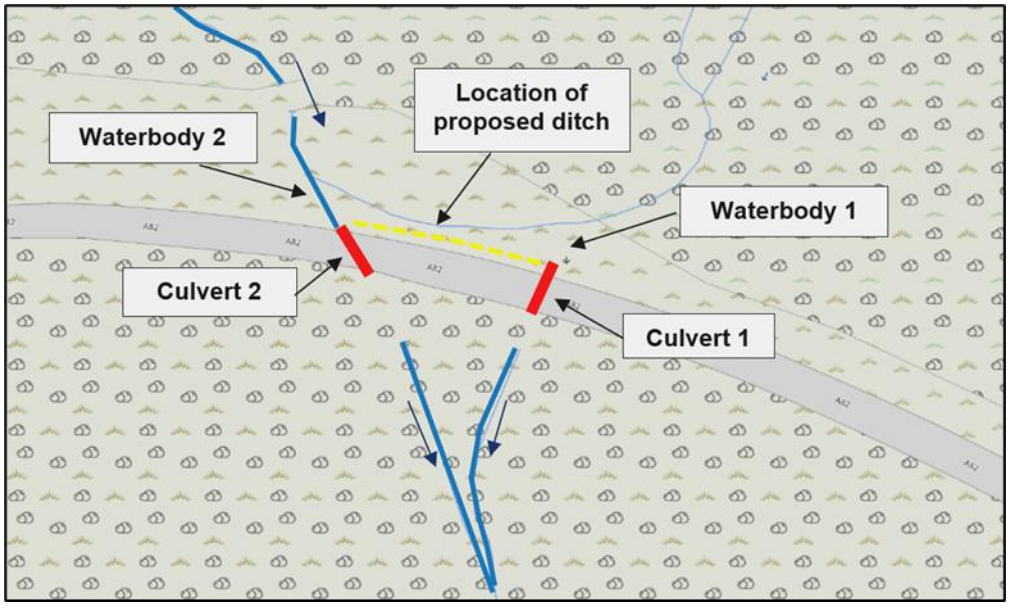

Figure 1. Scheme design.

The culvert 1 carrier pipe was found to be defective during a drainage investigation. The defective culvert carrier pipe is at risk of further collapse which could in turn close the A82 Trunk Road.

The total length of the scheme is 100m with an approximate area of 0.061ha.

The main plant will include excavator, tipper, Hiab and welfare van. A welfare unit will be located within on the A82 within the traffic management (TM) setting.

The works are programmed to be completed within the 2025/2026 financial year, currently aiming for commencement in May 2025, however this is subject to change. Works will be undertaken during day-time hours (07:00-19:00) over the duration of up to 3 weeks.

TM will consist of a single lane closure with 2-way temporary traffic lights (TTLs). Pedestrian access will be maintained. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A82 1.7km north of Kingshouse Hotel within Highland Council area (Figure 2). The National Grid References (NGRs) NN 24124 55317 - NN 24071 55326.

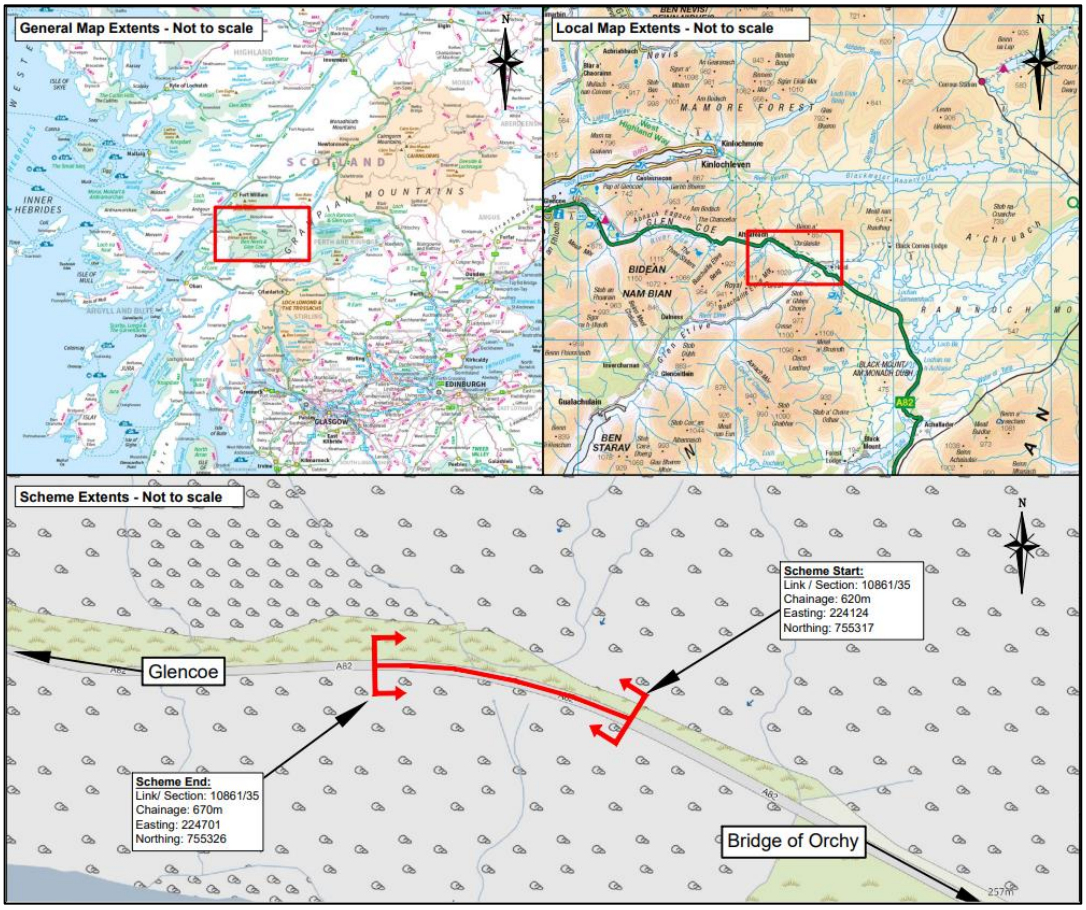

Figure 2. Scheme Location

Description of local environment

Air quality

Properties within 300m of the scheme – refer to 'Population and Human Health'.

A search of the Air Quality in Scotland online mapping tool records that the scheme does not lie within 10km of and is not located within an Air Quality Management Area (AQMA).

Sites monitoring air quality in the wider areas record bandings to be within the 'green zone' (Low 1 – 3) at the time of the search.

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

The baseline air quality within the scheme extents is primarily influenced by motor vehicles travelling along the A82 trunk road.

Vehicle count data taken from the nearest count point on the A82 (located approximately 10km west of the scheme) shows an Average Annual Daily Traffic (AADT) count of 6,540 motor vehicles, with a HGV percentage of approximately 2.5% (count data taken in 2023) (Department for Transport).

Cultural heritage

A search of PastMap mapping tool (PastMap) identified Scheduled Monument 'Altnafeadh-Kinghouse, Old Military Road' (SM2826) 250m north at its nearest point to the scheme. The Scheduled Monument is also listed as a Historic Environment Record (HER) (MGH14489).

There are no Cultural Heritage features located within the footprint of the scheme extents. No Garden & Designed Landscapes, Listed Buildings, Conservation Areas, Battlefields, World Heritage sites or records on Canmore database were identified within 300m of the scheme (PastMap).

Landscape and visual effects

The scheme lies within Ben Nevis and Glen Coe National Scenic Area (NSA) (NatureScot Site ID: 9120). 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 scheme is not located within a National Park (NP).

The scheme is located within a rural area on the A82 carriageway, with the nearest population centre Glencoe located 14km northwest. The landscape surrounding the scheme is dominated by rugged mountains, flowing waterbodies and grand vistas. The land is primarily used as a rough grazing by sheep and as a recreation by hikers.

The Landscape Character Assessment (LCA) classifies the surrounding landscape as “Bogy Moorland – Lochaber” (LCT: 232) which forms a vast basin encircled by mountains. The key characteristics of this LCT are:

- 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 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, with some lengths of ‘2+1’ carriageway. The A82 is a single carriageway at the scheme extents.

Biodiversity

The scheme extents fully lies within Glen Etive and Glen Fyne Special Protection Area (SPA) (NatureScot Site Code: 10113).

Rannoch Moor Special Area of Conservation (SAC) (NatureScot Site Code: 8348) lies 2km east of the scheme.

Due to the works proximity to the European sites and potential to result in Likely Significant Effects (LSE), a Habitats Regulations Appraisal (HRA) has been produced. Refer to the relevant assessment section below for details.

The Glencoe National Nature Reserve (NNR) (Site Code: 10532) lies 200m south of the scheme.

The National Biodiversity Network (NBN) Atlas did not return any records of protected species within 2km of the scheme. Only records with open-source licensing and within the last 10-years were included in the search criteria.

The NBN Atlas holds records of numerous bird species within 2km over the last ten-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their active nests are protected.

The NBN Atlas holds the following records of injurious plants (as listed in the Network Management Contract (NMC)) using the same search criteria:

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

The Transport Scotland Asset Management Performance System (AMPS) did not identify invasive and/or injurious plants (as listed in the NMC) within verges of A82 within 300m of the scheme.

The A82 at the scheme extents lies within a rugged landscape with no tree cover present. Freshwater habitat is provided by River Coupall, which lies 160m south of the scheme and numerous small tributaries which lie within the area.

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

There are no areas of woodland or individuals trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents (Highland Council).

Ecological Survey Data

The BEAR Scotland NW Environment team carried out a preliminary ecological appraisal (PEA) at A82 North of Glencoe Viewpoint culvert on 4th March 2025.

No further surveys prior to the works are identified to be required.

Geology and soils

The A82 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) or a Site of Special Scientific Interest (SSSI) designated for geological features.

Bedrock within the scheme extents is comprised of the Loch Treig Schist and Quartzite Formation (Pelite) which is a metamorphic bedrock (BGS Geology Viewer).

The superficial geology at the scheme extents (BGS Geology Viewer) is comprised of the following superficial layers:

- Hummocky (moundy) Glacial Deposits - Diamicton, sand and gravel.
- Peat - Peat.

The local soil type is recorded as peaty podzols (Scotland's Environment Map).

Soils within the scheme extent are recorded as being 'Class 2', as displayed on Scotland's Peat Map. Class 2 are soils with deep peat (Scotland's Environment Map).

Material assets and waste

The proposed works are necessary to ensure that the A82 carriageway remains in structurally sound condition with local drainage maintained. A range of plant and machinery will be utilised during the works, consisting of excavator, tipper, Hiab and welfare wan.

Materials used will consist of concrete for the culvert infill and formwork plywood. Excavated soil material from the works on drainage ditch will be site casted within the scheme extents.

Waste material will consist of miscellaneous items such as redundant formwork plywood, minor amounts of concrete rubble, minor amounts of recyclable items such as carboard and paper as well as miscellaneous waste.

A site waste management plan (SWMP) is not required.

Noise and vibration

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

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level (Lden) between 55 and 70dB at the scheme location (SpatialData).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A82 trunk road.

Population and human health

There are no residential, commercial, or community receptors within 300m of the scheme extents.

There are no recognised core paths (Highland Council) walking routes (WalkHighlands) or cycle routes (OS Maps) within 300m of the scheme extents.

The scheme lies within a rural area with no footpath or laybys present at the scheme extents. A number of viewpoints are located along the A82 within a wider area.

TM will involve a single lane closure with 2-way TTLs.

Road drainage and the water environment

Culvert 1 carries an unnamed watercourse, therefore named as waterbody 1, which is not shown on the 1:50,000 scale Ordnance Survey maps (Landranger series). Waterbody 1 is a minor and unclassified by Scottish Environmental Protection Agency (SEPA) waterbody which has been culverted below the A82 carriageway and currently sustained severe pipe damage enabling water to flow via the culvert.

Culvert 2 carries an unnamed minor watercourse, therefore named as waterbody 2, which is shown on the 1:50,000 scale Ordnance Survey maps (Landranger series). Waterbody 2 has not been classified by SEPA.

Waterbody 2 flows for 250m downstream of the culvert 2 where it discharges into the River Coupall (ID: 10319). The River Coupall is classified waterbody by SEPA (SEPA Water Classification Hub) and was rated as "good" by SEPA in 2023.

A number of minor and unclassified tributaries lie within 300m of the scheme extents.

The scheme lies within the Upper Glen Coe groundwater basin (ID: 150693). It was classified as “Good” by SEPA in 2023. It is also listed as a Drinking Water Protected Area (DWPA) (SEPA).

A search of SEPA Flood Map did not identify surface water flooding on the A82 carriageway at the scheme extents (SEPA Flood Maps).

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 included a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by excavation, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to the air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements.
- No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to 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.
- Activities will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- 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.

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

The works are not located within nor have connectivity to a cultural heritage feature; however, the works involve excavation along the trunk road verge within a rural area and as such there is potential for undiscovered cultural features and/or features of a recent origin to be unearthed.

However, due to the relatively recent construction of the A82 carriageway the chance of undiscovered cultural heritage features is 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:

- 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.
- The Local Authority and Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable and will utilise as few access points/tracks as possible.

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

The works are located within the NSA; however, the works are minor in nature and restricted to a 100m long section of the A82 trunk road. Following the completion of the works the local landscape will be largely unchanged with the excavated ditch along the trunk road and redirected waterbody 1 being the only visual changes. Therefore, consultation with NatureScot regarding the landscape impact on the NSA is not required.

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM; however, this will be restricted to the limited construction duration only. Upon completion of the works, no residual impacts are anticipated, as the visual appearance of the trunk road corridor will remain largely unaffected with drainage ditch and redirected waterbody 1 being the only changes.

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.
- 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

The scheme fully lies within Glen Etive and Glen Fyne SPA and within 2km of Rannoch Moor SAC and as such a HRA has been undertaken to assess the works Likely Significant Effects (LSE) on the features of the designated sites. The HRA concluded that the works will not have LSE on the qualifying habitat features of Rannoch Moor SAC due to the following:

- No works will take place within the boundaries of the Rannoch Moor SAC and works are located downstream of the SAC with no hydrological connectivity (works to SAC direction) present.
- The works are set-back at least 2km from the SAC and there is no suitable habitat within the works disturbance buffers present.
- There is limited hydrological and ecological connectivity between the scheme extents and the designated sites.
- Best practice measures will be in place for working near water.

- Robust containment measures will be in place to prevent pollution events from construction works.
- There are no cumulative or in-combination effects of the schemes on the designated site.

HRA has been undertaken to assess the works LSE on Glen Etive and Glen Fyne SPA and concluded that the works will not result in LSE due to the following factors:

- Although the works are fully within the SPA, all works are restricted to the A82 and its verges for a length of 100m only. The area along the scheme extents has been assessed to be not suitable for breeding sites. This was confirmed by a site visit undertaken on 4th March 2025.
- The works are not noisy in nature, are short term and will be undertaken during the daytime working hours and as such will not disturb breeding sites further afield via light or noise pollution.
- It is expected that birds foraging in the area are habituated to the disturbance associated with the trunk road.
- The works impact on foraging habitat will be maintained by utilising standard working practices, which will include robust containment measures to prevent pollution events from construction works.
- The works will restrict the flow of the water downstream of the waterbody 1, however the area affected following the realignment works is insignificant (in total 30m downstream of the culvert 1 will be dewatered) considering the ample alternative foraging habitat within the wider SPA and surrounding area outside of proximity to the proposed working area, which would be available.

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. The works are not noisy in nature and will utilise a daytime working pattern with no requirement for artificial lighting and as such impact on nocturnal species will be avoided. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82. Therefore, the potential for significant species disturbance within the area of likely construction disturbance is considered to be low.

The ecological site visit undertaken on 4th March 2025 confirmed no presence of protected species within the works disturbance area. The area was also assessed to lack places of shelter negating habitat for mammal species associated with the nearby European sites. No presence of other protected species was noted within the works disturbance area.

The works will require in-water works and dewatering of waterbody 1 downstream of the outlet at A82, however the area affected following the realignment works is insignificant (in total 30m downstream of the culvert 1 will be dewatered) considering the ample availability of similar habitat within the wider area. Therefore, the change in the local habitat is negligible and will not negatively impact overall habitat within the area. Consultation with Lochaber District salmon fishery board (DSFB) confirmed that the watercourse at the scheme is above the migratory limit for salmon and sea trout and as such watercourses do not provide suitable habitat for critical aquatic species.

No INNS or invasive plant species were noted during the desktop study or during the PEA and, as such, potential disturbance and/or spread of INNS during the works is negligible. 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 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:

- Works will be strictly limited to areas required for access and drainage 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.
- 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 shall be reported to the BEAR Scotland Environment Team.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles consecutively 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.

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

Geology and Soils

The scheme is not located within a site designated for geology features. However, the soil either side of the A82 at the scheme extents is noted as 'Class 2', which is characterised as deep peat. During the site visit undertaken on 4th March 2025, it was confirmed that the soil either side of the A82 at the scheme does indeed consist of peat. It is therefore expected that peat soils will be encountered during the excavation of the roadside ditch. However, the works will be confined to the A82 and its direct verges with no requirement entering areas beyond immediate roadside verges. The construction of the A82 has involved infill of aggregate material to provide a stable condition within the carriageway. Therefore, it is expected that the verges along the A82 carriageway will have a relatively thin layer of peat with deep peat located further afield. With the following measures in place, impact on peat is not expected:

- All machinery will operate from the road level without entering grounds outside the man-made surface of the A82 carriageway.
- Excavated vegetation turves will be placed carefully within the further edge of the ditch, avoiding compaction and ensuring (as far as reasonably practicable) that turves are kept in solid blocks with the vegetated side up.
- Excavated material will be kept to a minimum and spread evenly within the embankment of the drainage ditch along the scheme extents.
- Multiple handling of excavated soil or turves will be minimised.
- The extent and duration of exposed soil will be kept to the minimum required for the works.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- No parking of machinery/vehicles and storage of equipment within the land outside the man-made ground of A82 will be allowed.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil eroding into the unnamed waterbody and travelling downstream.

- 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 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.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork must be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).

- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works will employ a day-time working pattern over up to 3 weeks (15 days). The scheme lies within a rural area with no properties in vicinity to the works present. In addition, the wildlife in proximity to the scheme is highly limited due to the absence of suitable places of shelter. The works will be of a short duration, localised and undertaken during the daytime hours; therefore the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to TM measures. Road users and local service providers (i.e. bus operators) will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted at the scheme location. Increased journey times may occur during construction; however, due to use of traffic lights, any delays are not expected to be significant. There are no junctions or dedicated NMU facilities located within the scheme extents and, NMUs will be provided with safe passage through/around the works (if required).

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from daytime to night-time working) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site as required.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

The works entail redirection of a minor waterbody (referred to as waterbody 1 and is not shown on the 1:50,000 scale Ordnance Survey maps) and as such consultation with SEPA was undertaken to identify the need for consents and/or licences. SEPA confirmed that waterbody 1 is not depicted as a natural waterbody on their maps and is likely attributed to the historical road drainage. The scheme entails 'construction and maintenance of road drains that do not affect a natural watercourse', and the works are able to proceed under General Binding Rules (GBRs) The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).

During drainage works, there is potential for temporary adverse impacts on the water environment due to the requirement for in-stream works and the risk of pollution incidents. 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/flooding) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. These measures include the following:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) including relevant SEPA Guidance for Pollution Prevention (GPPs) for works in or near water will be detailed in the SEMP and will be adhered to on site.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.
- 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 (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works will be contained and removed from site to be disposed of appropriately.
- Works will not result in the impediment of substrate movement from upstream of the culvert to downstream.
- Concrete batching will be carried out on an impermeable surface at least 10m away from drains and water bodies.
- Concrete and other materials will not be stored within the dry working area. Site staff will take only the minimum amount necessary to carry out works in the dry working area during each work period.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.

- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

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

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 A82 at the scheme extents has not been noted as having flooding issues and the works will avoid being undertaken during the heavy rain events where possible.

The works will take place on made ground of the A82 carriageway as well as within the verge of the A82. TM will be designed in line with existing guidance and will consist of a single lane road closure with TTLs in operation. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

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

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects.

A search of the Highland Council Planning Portal (Map Search) did not identify any approved and ‘under consideration’ planning applications within 300m of the scheme extents in the last year.

A search of the Scottish Roads Works Commissioner 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. 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 TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

A HRA was completed due to potential for LSE from the work activities on the Glen Etive and Glen Fyne SPA and the Rannoch Moor SAC.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is it is situated the Glen Etive and Glen Fyne SPA and Ben Nevis and Glen Coe NSA, which are 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 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:

- The scheme entails ‘construction and maintenance of road drains that do not affect a natural watercourse’, therefore the works can proceed under General Binding Rules.
- Construction activities are restricted to an area of 0.061ha along a 100m stretch of the A82.

- The works will be temporary, localised, and completed during day-time hours with over up to 3 weeks (15 days).
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- 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 and nearby human receptors during the operational phase.

Location of the scheme:

- The scheme lies within the Glen Etive and Glen Fyne SPA and in proximity to Rannoch Moor SAC. A HRA has been carried out and has concluded that works will not result in LSE on the qualifying features.
- Although the scheme is located within the Ben Nevis and Glen Coe NSA, the works are minor in nature and will not change the visual character of the landscape with excavated drainage ditch and redirected waterbody 1 being the only visible change.
- There are no features of Cultural Heritage within the footprint of the works.
- The scheme will be located within the existing A82 road boundary and as such, no land take will be required.

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, ecological and human receptors during the operational phase.
- Mitigation measures working within/in proximity to deep peat soils will be in place.
- As the works will be limited to construction and maintenance of road drainage there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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