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Environmental Impact Assessment Record of Determination

A82 Spean Bridge to Commando Memorial

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out footway refurbishment works adjacent to the A82 northbound (NB) carriageway. Works will comprise the following activities:

- Resurfacing: The footway will be resurfaced across most of the scheme extents.
- Gullies: Existing gullies within the footway kerbs will be replaced or reset as required.
- Gabion baskets: A 25m long section of gabion baskets will be installed along the footway embankment, centred at National Grid Reference (NGR) NN 21726 81849, to provide additional support and underpin the footway.
- Kerbs: Existing kerbs will be replaced along most of the scheme extents.
- Vegetation clearance: There is potential for the removal of one tree at NGR NN 21740 81836 to facilitate installation of gabion baskets.

The works will take place over a length of 1,732m and an area of 0.125ha.

The existing footway condition has deteriorated across the scheme extent. Subsidence is occurring at the location where gabion baskets will be installed. The works are required to alleviate trip hazards caused by subsidence and deterioration issues and restore the footway to a safe condition for the public.

The works are currently programmed for delivery within the 2026/2027 financial year and are expected to commence in late November 2026 for a duration of approximately four weeks. The works will primarily be undertaken during daytime hours (09:00 – 16:00), with some requirement for night-time working (20:00 – 06:00) within the village of Spean Bridge. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will involve lane closures facilitated by 2-way and 3-way temporary traffic lights. Due to the extents of the scheme, TM will be set-up in stages and will move progressively along the A82 carriageway. The footway will be closed during the works with pedestrians marshalled thought the scheme extents. Local access will be accommodated within TM as much as is reasonably practicable.

Location

The scheme is located along the NB carriageway of the A82 trunk road between the village of Spean Bridge and monument of Commando Memorial, in the Highland Council administrative area (Figure 1) between the following NGRs:

- Start: NN 22202 81726; End: NN 20888 82288

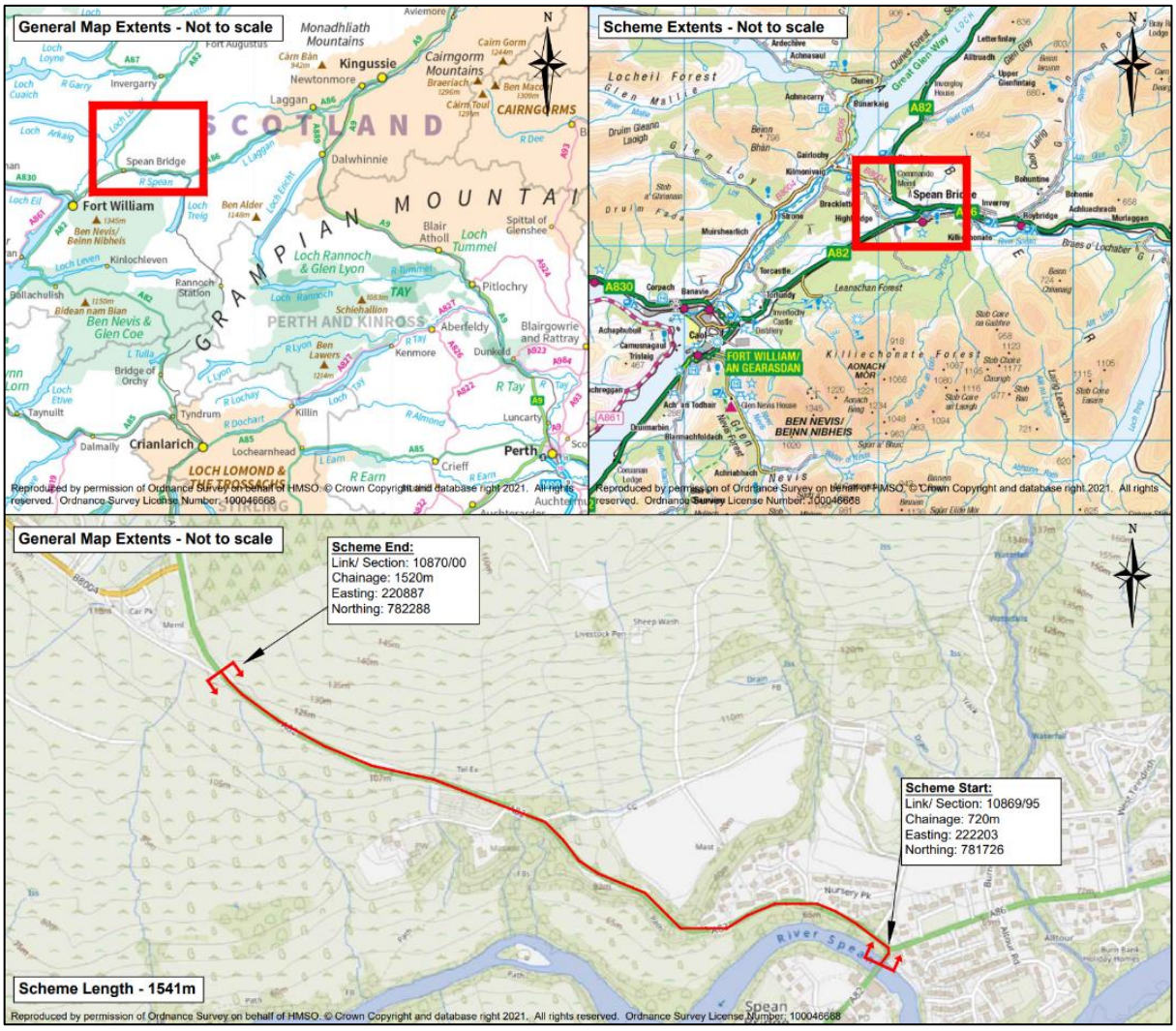


Figure 1. Scheme extents.

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMAs) or Air Quality Monitoring Stations (AQMS) within 10km of the scheme extent.

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

Baseline air quality is likely to be good, with the main sources of air pollution derived from vehicular traffic on the A82 trunk road, local roads and urban activities associated with Spean Bridge. Secondary sources are likely derived from surrounding pastoral land which is used by sheep and cattle.

Cultural heritage

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

At its southern extent, the scheme includes the footway on the Category B Listed Building 'Spean Bridge Over River Spean' (LB6840) (PastMap).

Category A Listed Building 'Spean Bridge, Commando Memorial' (LB6842) lies 120m northwest of the scheme (PastMap).

Of lesser Cultural Heritage significance, several Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE) lie within 300m of the scheme (PastMap). The nearest of these is noted as both HER and NRHE, lies within the scheme extents, and relates to the Listed Building, 'Spean Bridge Over River Spean'.

Landscape and visual effects

The scheme is not located within a National Park or National Scenic Area (NSA) (NatureScot).

The Landscape Character Type (LCT) at the scheme extent is 'LCT 235 - Broad Forested Strath', which has the following special qualities:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.

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

The scheme lies partly within the village of Spean Bridge. Land surrounding the scheme's southern extents is dominated by urban development consisting of residential and commercial properties, whereas land surrounding the mid-section and the northern section is dominated by woodland and fields of pastoral land.

Land use immediately surrounding the scheme extent is classified as (HLA Map):

- Rough grazing
- Recreation area
- Managed woodland
- Urban area
- Freshwater areas
- Cemetery

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

Biodiversity

The scheme is not located within 2km of, nor does it have ecological connectivity with, any European sites (e.g. Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites) (SiteLink).

There are no other locally or nationally designated sites for biodiversity features (e.g. Sites of Special Scientific Interest (SSSI), Local or National Nature Reserves) within 300m of the scheme (SiteLink).

The National Biodiversity Network (NBN) Atlas holds records of numerous bird species within 2km of the scheme. The search criteria included only records during the past ten years, and which have open-use attributions (OGL, CC0, CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas holds no records of invasive non-native species (INNS) of plant, injurious weeds or invasive native perennials (as listed in the NMC) under the same search criteria; however, this does not preclude their potential presence in the area.

A search using Transport Scotland's Asset Management Performance System (AMPS) found no records of INNS, injurious weeds or invasive native perennials (as listed in the NMC) along the verges of the A82 within the scheme extent.

Habitat close to the scheme is predominantly comprised of grazing pastures, freshwater habitat and woodland, with residential and commercial properties present at the scheme's southern extents.

One area of trees listed on the Ancient Woodland Inventory (AWI) as 'ancient (of semi-natural origin)' lies adjacent to the A82 northbound carriageway within the scheme extents. In addition, an area of trees listed as 'long-established (of plantation origin)' lies 30m northeast of the scheme.

There is one area of trees covered by a Tree Preservation Order (TPO) by the Highland Council within 300m of the scheme. 'Spean Lodge' (HRC36) is an area of trees covered by TPO and lies 30m southwest of the scheme.

The BEAR Scotland Northwest (NW) Environment Team undertook an ecological constraints survey (ECS), including a ground-level tree assessment (GLTA), within the scheme extents and associated disturbance buffers to inform the environmental assessment of the proposed works.

Geology and soils

Parallel Roads of Lochaber SSSI (NatureScot Site Code: 1272) overlaps the scheme extent and is designated for the following geological features:

- Fluvial Geomorphology of Scotland
- Quaternary of Scotland

Parallel Roads of Lochaber SSSI is fully overlapped by Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS) (NatureScot).

Component soils at the scheme extent are humus iron podzols and humus iron podzols with peaty gleys. Soils surrounding the scheme extent are of Carbon and Peatland Map 2016 Class 0; mineral soils where peat and peatland habitats are not typically found (Scotland's Soils).

Bedrock geology at the scheme extent consists of 'Glen Fintaig Semipelite Formation - semipelite', 'Fort William Formation - micaceous psammite and semipelite' and 'Grampian Group - schistose semipelite'. Superficial deposits are 'Glaciofluvial sheet deposits - gravel, sand and silt' and 'Hummocky (Moundy) Glacial Deposits - diamicton, sand and gravel' (Scottish Geology Trust).

Material assets and waste

The proposed works will entail the A82 footway upgrade works, with materials used to consist of:

- 50mm dense AC binder course
- 20mm dense surface course
- Pre-cast concrete kerbs
- Tactile slabs
- ST1 concrete
- Steel ire gabion baskets
- Aggregate for basket infill

Wastes are anticipated to be primarily planings from the footway surface course, existing pre-cast kerbs, one tree to be removed, and excavated soil for installation of gabion baskets.

Road planings and kerbs will be recycled or disposed of in a licenced waste facility. The tree to be removed will be recycled and/or left in habitat piles along the trunk road within the scheme extents and excavated soil will be side casted within the scheme.

The value of the scheme does not exceed £350,000; therefore, 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.

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

The average day, evening and night (LDEN) noise level at the scheme extent is between 60-70dB (Scotland's Noise Map).

Baseline noise levels are likely low, with the primary sources from vehicular traffic on the A82 trunk road, local road network and urban activities associated with Spean Bridge. Secondary sources are likely derived from nearby land management activities.

Population and human health

The southern extent of the scheme is located within the village of Spean Bridge, with numerous residential, commercial and community properties situated within 300m of the scheme. The closest properties are located approximately 3 - 5m from the road and face directly onto the A82. These properties have limited or no visual screening, with existing screening generally comprising low, approximately 1m high, wood-slat fencing.

Numerous junctions and access points are located within the scheme extents, including the A82 junction with the A86 at the southern extent of the scheme.

A paved pedestrian footway runs adjacent to the full extent of the A82 NB carriageway within the scheme extents. A further section of paved footway is located adjacent to the SB A82 carriageway at the southern extent of the scheme.

One layby lies along the A82 NB carriageway within the scheme extents.

The walking route 'Commando Memorial & High Bridge, Spean Bridge' listed on WalkHighlands and the Core Path 'Spean Bridge to Commando Memorial on A82 Pavement' utilise the A82 NB footway within the scheme extent (Highland Council). The Commando Memorial which lies 120m northwest of the scheme is a popular tourist destination in the local area.

There are no National Cycle Routes within 300m of the scheme extents.

Transport Scotland's manual data counter (Site ID: 0000ATC01036) located 3.4km north of the scheme, recorded an annual daily total (ADT) of 4,697 motor vehicles in 2025, of which 20.8% were heavy goods vehicles (HGVs).

Road drainage and the water environment

The scheme extent is located over two groundwater areas: 'Spean and Lochy Sand and Gravel' (ID: 150776) and 'Fort William' (ID: 150696). In 2024, both were assigned 'Good Ecological Potential' by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (SEPA).

The River Spean (Lochy to Laggan Dam) (ID: 20346) is a river in the River Lochy catchment of the Scotland river basin district and is spanned by the A82 within the scheme extents. In 2024, the River Spean (Lochy to Laggan Dam) was assigned 'Good Ecological Potential' by SEPA under the WFD (SEPA).

There are several minor and unclassified waterbodies and drains within 300m of the scheme and culverted under the A82 trunk road (SEPA).

SEPA Flood Map has indicated that there is a medium to high chance of surface water and small watercourse flooding (i.e. a 0.5-10% chance of flooding each year) throughout the scheme extent.

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport

infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- 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.
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- 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.

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

The proposed works comprise the resurfacing of the footway on the A82 bridge over the River Spean, a Category B Listed Building known as 'Spean Bridge Over River Spean' (LB6840). The works are limited to like-for-like renewal of the existing footway and will not result in any alteration to the character or special architectural or historic interest of the Listed Building. Consultation has been undertaken with the Highland Council to establish whether Listed Building Consent (LBC) is required for the proposed works. If LBC is required, no works within the curtilage of the Listed Building will take place until LBC has been obtained.

In addition, the works may require minor excavation within the A82 verge for installation of gabion baskets and as such, there is potential that previously unrecorded artefacts could be encountered. Accordingly, the following mitigation measures will be implemented:

- No works will be undertaken on the Listed Building, 'Spean Bridge Over River Spean', prior to confirmation from the Highland Council regarding whether LBC is required. If LBC is required, it will be obtained prior to any works commencing on the Listed Building and all conditions of the LBC will be adhered to during works.
- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. Historic Environment Scotland (HES) will be contacted as required.
- All site personnel will be briefed of the importance of cultural heritage value within the area.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences; especially areas surrounding Listed Buildings adjacent to scheme extents which will all be highlighted within the Site Environmental Management Plan (SEMP).

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

Landscape and visual effects

The scheme is not located within a National Park or National Scenic Area.

The proposed works include the removal of one tree and installation of gabion baskets along an approximately 25m stretch adjacent to the A82 carriageway. This will result in a permanent change to the landscape along the A82. However, all remaining trees along the scheme extent will be retained and the extents of the gabion baskets are minor and located below the level of the trunk road. The change will be consistent with the character and existing infrastructure of the surrounding landscape and the A82 trunk road.

The works will also include resurfacing of the A82 footway and the renewal of existing gullies and kerbs. These elements will be undertaken on a like-for-like basis and are therefore not anticipated to result in any material change to the existing landscape character or visual amenity.

There will be a temporary impact on landscape character and visual amenity during construction arising from the presence of construction plant, vehicles and temporary traffic management measures. These effects will be limited to the construction period and will cease upon completion of the works.

Following completion, permanent changes will comprise the renewed footway surface, kerbs and gullies, removal of one tree, and installation of gabion baskets. The existing land use will remain unchanged.

Overall, while the gabion baskets will introduce a permanent, localised change to the landscape, the works will be in keeping with the existing character of the A82 and surrounding area. No significant residual landscape or visual effects are anticipated.

The following mitigation measures will be put in place during works:

- Tree removal has been limited to the minimum requirement (one tree) to facilitate works.
- Installation of gabion baskets will be kept to the minimum area required.
- 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.
- Consent from a landowner will be obtained where the works or access to third-party land is required.
- The site will be left clean and tidy following construction.

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

Biodiversity

The scheme is not located within 2km of, and does not hold ecological connectivity to, any European sites.

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. However, works are restricted to the A82 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82 and the local road network. The works will require a working programme of up to four weeks. However, the works will be undertaken in stages, progressing on a rolling programme to minimise disruption and ensure continuity throughout the project. As such, potential for significant species disturbance in proximity to scheme extents is considered to be low.

There are no records of INNS within the footprint of the works, and none were identified during the ECS. However, growth of rhododendron was noted along the A82 verges out with the scheme extents. Works will involve some minor excavation within the A82 verge for installation of gabion baskets; however, no INNS at this location were noted and any excavated earth material will be side casted within the scheme extents. In addition, as no soil material import is required, the risk of spreading INNS is low.

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

- No in-water works will be permitted. Works will be strictly limited to areas required for access and works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, 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.
- Where trees other than the tree at NN 21740 81836 are identified as requiring works or removal, these will be assessed to determine whether further surveys are required.
- If works are delayed until the bird breeding season (March to August inclusive), a pre-works nesting bird check will be undertaken.
- The tree to be removed will be recorded so that compensatory planting can be carried out in an appropriate area in future.
- Site personnel will remain vigilant for the presence of rhododendron; should any be identified in working areas which require removal, these will be subject to additional mitigation measures which will be included in the SEMP.
- 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 Environment Team.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- Any artificial lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas and nearby habitat where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The scheme is located within the Parallel Roads of Lochaber SSSI, which is designated for its geological features, including Glen Roy and the Parallel Roads of Lochaber GCRS. The proposed works involve minor excavation associated with the installation of gabion baskets, which is expected to fall under the following Operations Requiring Consent (ORC):

- ORC 21: Construction, removal or destruction of tracks, walls, fences, hardstands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground.
- ORC 24: Modification of natural or man-made features.

NatureScot granted SSSI consent for the proposed works within the SSSI on 29th October 2026.

The following measures will be applied on site:

- The works will be undertaken in accordance with the original works scope submitted as part of the SSSI consent application. Any changes to the scope of works will be communicated to NatureScot and, where required, additional consent will be obtained prior to the undertaking of those works.
- Access to the soft verges (if required) will be on foot where possible. If machinery is to be used on the soft ground of the A82, ground protection mats will be used to safeguard the underlying soils and minimise compaction and disturbance during vehicle and machinery movements.
- Materials and plants will be stored on the man-made ground within the A82 trunk road boundary were possible. Where this is not possible, protective layers will be used to prevent disturbance to the soils.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

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

Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging 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:

- Felled vegetation material will be disposed of appropriately in line with the NW NMC (Schedule 5, Appendix 0/1, 3010SR Maintenance of Established Trees and Shrubs).
- Any trees exceeding 5m³ that fall outside the trunk road boundary, will require a felling licence from Scottish Forestry.
- 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 planings will be managed in accordance with SEPA Position Statement WAS-PS-07 Low Risk Waste Activity 3 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- 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 generate noise and vibration through the use of plant, machinery, and construction vehicles. Properties closest to the scheme lie approximately 3 - 5m from the road and face directly onto the A82. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The scheme is expected to be completed over a four-week period, with works undertaken primarily during daytime hours. Some night-time working is anticipated to be required, with the noisiest activities, such as planing and felling of a tree, scheduled to be completed by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient, and short-lived. Due to the short duration, mobile nature of the scheme and localised nature of the works, 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:

- Local residents and business which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best 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.
- The local authority (The Highland Council) Environmental Health Officer (EHO) will be notified of the works.
- 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 staff will receive the 'Being a Good Neighbour' toolbox talk.
- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, chainsaws, etc.) will be completed before 23:00.
- Drop heights from vehicles will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- On-site construction tasks will be programmed to be as efficient as possible, within a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to result in temporary adverse impacts on local residents, road users, and non-motorised road users (NMUs). TM will involve road closures of the A82 NB footway and lane closures with temporary traffic lights on the A82 carriageway. NMUs will be marshalled thought the scheme extents during the works.

The proposed works will improve the safety of users of the A82 NB footway, resulting in a positive impact on pedestrians and other users of the A82.The scheme partly lies within the village of Spean bridge with residential properties and business premises found within 300m of the scheme. The closest property lies within 3 - 5m of the A82 within the scheme extent and has minimal visual and acoustic screening. Although the works are being undertaken at daytime and night-time, potential for disturbance from noise, vibration and the additional construction lighting is limited. Disturbance to residents and business premises will be mitigated by the following measures; with these in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents, business premises and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Pedestrian management plan will be in place to provide safe passage for the users of the A82 NB footway at the scheme extents.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site 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

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

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

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

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's

Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.

- Standard working practices to comply with Environmental Authorisations (Scotland) Regulations (EASR) 2018 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.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes and materials to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- Concrete pouring, finishing, and curing activities will be carefully controlled to prevent contact with surface water, groundwater, or drainage features.
- Ready-mix concrete deliveries (if required) will be managed to avoid over-ordering, and no washout of concrete, cement, or associated equipment will be permitted on site.
- Concrete washout will be undertaken only at designated, impermeable washout areas or off-site at approved facilities.
- Fresh concrete, cement, and grout materials will be stored in secure, weatherproof containers and located away from watercourses and drainage systems.
- Works involving concrete will be avoided during periods of heavy rainfall to reduce the risk of alkaline runoff entering the receiving environment.
- 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.
- Chipping (if required) will be conducted at least 10m away from watercourses, drains and waterbodies. If left on site, chippings and habitat piles will remain 10m away from any watercourse, drain or waterbody
- 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 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 its Carbon Management Policy.
- The works will utilise warm mix asphalt (WMA) for binder layer in favour of hot mix asphalt (HMA) where possible.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emissions 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

Areas of the A82 carriageway within the scheme extent are recorded as having medium to high risk (10% chance each year) of surface water and small watercourse

flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no increase to the likelihood of flooding on the A82 within the scheme extents upon completion of the works.

TM will consist of lane closures on the A82 with closures of the A82 NB footway. NMUs will be marshalled through the scheme via TM.

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.

The works are expected to provide a beneficial outcome for users of the A82 NB footway by underpinning and stabilising the footway and improving its condition.

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) identified three approved planning applications within 300m of the scheme extent within the last two years. These refer to minor construction works within residential property gardens with none located along the A82 at the scheme extents.

A search of the Scottish Roads Works Commissioner website (Map Search) has not identified any other works to be undertaken during the same period as proposed works. Due to the nature, scale, and location of the proposed works, lack of overlapping works, no cumulative environmental effects are anticipated in combination with other developments in the vicinity.

BEAR Scotland programme all of its proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. 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.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated wholly within Parallel Roads of Lochaber SSSI, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn A82 NB footway surface, replacement of kerbs and gullies, removal of one tree, and installation of gabion baskets along a 25m stretch of the A82 NB footway.

- Construction activities are restricted to area of 0.125ha (along a 1,732m stretch of the A82).
- The works will be temporary, transient, localised, and completed during primary daytime working (09:00 – 16:00) with some nighttime working (20:00 – 06:00) within the village of Spean Bridge.
- 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.
- Removing the footway defects will improve the safety of users of the A82 NB footway.
- No impacts to the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the scheme:

- The scheme is located within the existing A82 road boundary (footway) with potential to enter nearby agricultural land for installation of gabion baskets. Access will be agreed with the landowner prior to the works.
- There are no European sites which hold an ecological connectivity with the scheme extents.
- The scheme at its southern extent lies on the A82 bridge over the River Spean, which is a Category B Listed Building. If required, LBC will be obtained prior to works commencing within the curtilage of the Listed Building.
- The scheme lies within Parallel Roads of Lochaber SSSI. SSSI Consent will be obtained from NatureScot if identified to be required. The SSSI is overlapped by Parallel Roads of Lochaber Geological Conservation Review Site (GCRS).
- The scheme lies within an NMU route, which is also noted as Walking route ‘Commando Memorial & High Bridge, Spean Bridge’ and Core Path ‘Spean Bridge to Commando Memorial on A82 Pavement’. Access for NMUs will be maintained.

Characteristics of potential impacts of the scheme:

- Any potential disturbance 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.

- Works are programmed to be of short duration, transient undertaken on a rolling programme. The nosiest night-time operation will be completed by 23:00.
- As the works will be limited to the maintenance of the trunk road footway; 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.
- Any short-term impacts on pedestrians and NMUs are considered negligible.

References of supporting documentation

N/A

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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