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Environmental Impact Assessment Record of Determination

A82 Meeting of the Three Waters

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works and drainage grip cutting on a 767m length of the A82 trunk road, covering a total area of 0.05ha. Carriageway resurfacing will involve the milling out and replacement of bituminous material to mixed depths. Following the resurfacing works, road markings and studs will be reinstated.

Main plant will include pavers, planers, excavators, and rollers. Heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The package of works will include:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Roll surface and allow it to go off.
- Renew filter drains, cut grips, and reset gullies.
- Install road markings and studs.
- Remove TM and open road.

The works are currently programmed to begin in June 2026 for a duration of three nights following a nighttime working pattern (19:00 – 06:00). Changes in the programme may result in a change to the proposed working hours/commencement date.

TM will include full road closures with regular amnesties. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8. Site access and plant storage will be located within TM. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The works are located on the A82 in Glen Coe at the Meeting of the Three Waters, approximately 8.5km east of the village of Glencoe in the Highland Council local authority area (Figure 1). The works have the following National Grid Reference start and end points: NN 18807 56249 - NN 18180 56302.

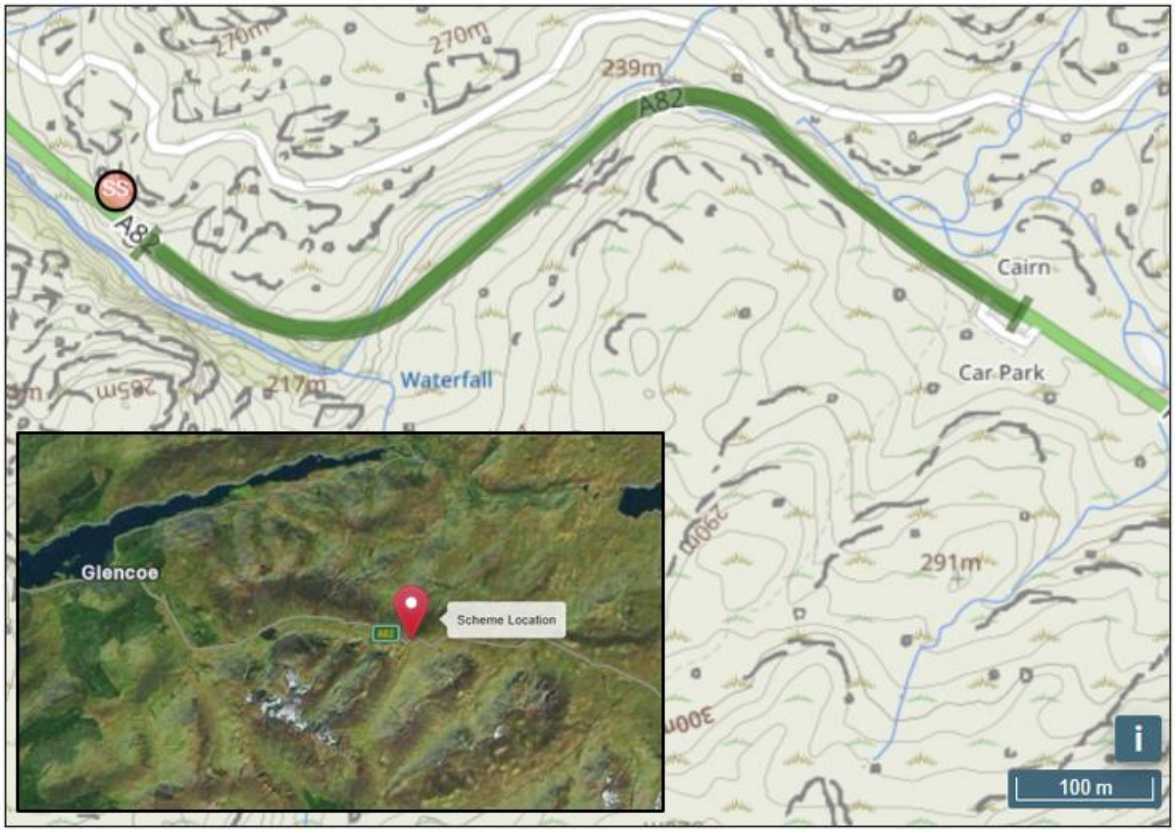

Figure 1 - Scheme extents with inset showing its position in the wider landscape.

Description of local environment

Air quality

No Air Quality Management Areas (AQMAs) are located within 300m of the scheme (Scottish Air Quality).

There are no Air Quality Monitoring Stations (AQMS) located within 10km of the scheme (Air quality in Scotland).

There are no sites within 10km of the scheme which are registered for air emissions on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment).

Baseline air quality is likely to be good and primarily influenced by traffic along the A82 carriageway, with secondary sources likely to arise from land management activities within the surrounding area.

Cultural heritage

A search of Historic Environment Scotland (HES) mapping tool Pastmap records the following cultural heritage features within 300m of the scheme:

- There are 23 entries on the National Records of the Historic Environment and Historic Environment Records located within 300m of the scheme. Two of these records lie within the works area however these are records relating to the construction of the trunk road and as such will not be impacted by the works.

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

The construction of the A82 trunk road and associated infrastructure will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, and as such, the likelihood of presence of undiscovered features is considered low. Due to the absence of significant cultural heritage records within the proposed works area, this topic has been scoped out and is not considered further in this RoD.

Landscape and visual effects

The scheme lies entirely within the Ben Nevis and Glen Coe National Scenic Area (NSA; 9120). This site is designated for 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 does not lie within a National Park (NP) or any other site designated for its landscape character and quality (SiteLink).

The scheme lies within the “Mountain Massif - Lochaber” Landscape Character Type (LCT) which is noted for the following key characteristics:

- Grey craggy peaks of vast and imposing scale with sweeping concave slopes of steep, smooth rock faces which plummet into glaciated valleys.
- Strong visual force created by the slope profile and accentuated by fans of scree and bracken, which draws the eye up and down the slopes.
- Typical glacial forms such as aretes and carries within the hills, and moraine and erratics along the glen floors.
- Dense patches of coniferous woodland along the base and sides of the glens, often broken by brown plots of clear-felled forest.
- Deep rocky clefts within the hillside carved and highlighted by silvery burns and shadows, sometimes packed with birch trees, forming meandering mossy veins on the rock face.
- Glens affording a small scale refuge from the vast mountainous masses and often containing roads, footpaths, settlement and picnic areas.
- Rivers along the glen floor that are wide and shingly near the mouth, steep and rocky higher up the glen; these are often highlighted by clumps of alder, rowan and birch.

- Single track roads, often with dead ends, small bridges and stone dykes, concentrated along the small scale glens; their scale provides a contrast to the experience of the vast scale of the landscape.

The following land uses are recorded within 300m of the scheme (HLA):

- Rough grazing

The A82 Trunk Road, within the North West Network Management Contract (NMC), 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 within the scheme extent.

Biodiversity

The Glen Coe Special Area of Conservation (SAC) (8264) is located directly adjacent to the trunk road boundary.

The Glen Etive and Glen Fyne Special Protection Area (SPA) (10113) is also located adjacent to the trunk road boundary.

The scheme also lies adjacent to the Glen Coe Site of Special Scientific Interest (SSSI) (731).

Additionally, the scheme lies within the Glencoe National Nature Reserve (NNR) (10532).

A search of the National Biodiversity Network Atlas (NBN Atlas) within a search area of 2km during the last ten-year period held the following records of invasive and injurious plant species (as listed in the NMC):

- Common ragwort (*Jacobaea vulgaris*)

A search of Transport Scotland's Asset Management Performance System (AMPS) records no instances of invasive non-native species (INNS) or injurious weeds within 300m of the scheme.

There are no ancient woodlands (Ancient Woodland Inventory Scotland) located within 300m of the scheme.

There are no Tree Preservation Orders (TPO) located within 300m of the scheme (Highland Council).

Habitat surrounding the scheme is almost exclusively comprised of temperate shrub heathland.

A preliminary ecological appraisal (PEA) was carried out in November 2023.

Geology and soils

As noted above in the "Biodiversity" section, the scheme lies partially within the Glen Coe SSSI (731), designated for Caledonian igneous geology and fluvial geomorphology of Scotland.

There are no Geological Conservation Review Sites (GCRSs) located within 300m of the scheme (SiteLink).

Bedrock geology at the scheme is recorded as a mixture of rhyolitic lava and rhyolitic tuff of the Glencoe Volcanic Formation and porphyritic microdiorite of the Etive Dyke Swarm. No superficial deposits are present at this location (British Geological Society).

Soil classification within the scheme extent is recorded as peaty gleys with dystrophic blanket peat and the area is recorded on the Carbon and Peatland 2016 map as "Class 5" which indicates peat soil with no peatland vegetation (Scotland's Soils).

Material assets and waste

The proposed works are necessary to resurface worn-out carriageways, requiring binder inlay, reinstatement of road markings and studs, and re-cutting of drainage grips. Materials used will consist of:

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

Wastes are anticipated to be primarily planings from the carriageway surface course as well as material cut from drainage grips. All road planings will be treated in line with the Scottish Environmental Protection Agency (SEPA) Low Risk Waste Activity (LRWA) 3 and will be recycled in line with SEPA's Guidance for End-of-Waste for Recycled Aggregates (WAS-G-DEF-05). Grip material will be retained on site.

Coal tar has not been highlighted as being present within the scheme.

The values of the scheme does not exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

The works do not fall within a candidate noise management area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) Transportation Noise Action Plan 2024-2028).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level for during the day, evening and night (Lden) between 65 and 75dB on the A82 at the scheme location (SpationalData.gov).

Given the location of the scheme in a highly rural location, it is considered likely that the baseline noise levels will be generally low, with road traffic on the A82 providing the primary source of noise.

Population and human health

There are no residential or commercial properties within 300m of the scheme.

There is one set of laybys within the scheme extents as well as some footpaths that connect the laybys to a nearby viewing point. In addition, the Lairig Eilde car park is located at the eastern scheme extent, and the area is known to be popular with tourists. There are no bus stops, cycle lanes, or other non-motorised user (NMU) facilities within the scheme.

There are no Core Paths, National Cycle Network routes (OSMaps), nor any routes designated by WalkHighlands within 300m of the scheme.

The nearest Transport Scotland count point (ID: JTC08343) on the A82 is located approximately 8.5km west of the scheme and in 2024 records an Average Daily Traffic of 4,694 with 8% comprised of heavy goods vehicles.

Road drainage and the water environment

The River Coe (ID: 20325) is channelled underneath the A82 within the scheme extents and was classified by the Scottish Environment Protection Agency (SEPA) in

2024 as being in 'High' condition under the Water Framework Directive 2000/60/EC (WFD) (SEPA).

The scheme lies entirely within the Upper Glen Coe groundwater body (ID: 150693) which was classified by SEPA in 2023 as being in 'Good' condition under the WFD, and is also a Drinking Water Protected Area (Ground).

The scheme lies partially within areas assigned a surface flood risk of "High" (SEPA Flood Map).

Road drainage within the scheme is provided via a mixture of beany block kerbing, filter drains, and direct run-off.

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. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, 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.

- 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.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant, vehicles, and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems, and will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- 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) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving the 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.

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).

Landscape and visual effects

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, works will be restricted to the A82 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface and recutting of drainage grips and will be carried out during night-time hours.

No change to land use, or to the designation features of the NSA, will occur as a result of the works, and the works will not result in any obvious residual change to the visual amenity of the local landscape.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or 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

As noted above, the A82 lies adjacent to the Glen Coe SAC which is designated for a number of habitat features, and adjacent to the Glen Etive and Glen Fyne SPA. Due to the proximity of the works to the SAC and SPA, a Habitats Regulations

Appraisal (HRA) was produced. No likely significant effects (LSE) of the proposed works were identified on the qualifying features of the SAC or the SPA based on the following considerations:

- All works are restricted to made ground within the A82 road corridor, with only like-for-like replacement of road surface and drainage maintenance being undertaken, which will not involve any change of the natural landscape or its processes, or removal or destruction of qualifying or supporting habitats within the sites.
- There is no requirement for land take (or resources) or site clearance within the SPA or SAC and no in-water works are required.
- Works will have a short duration of 3 nights and will move progressively along the full scheme extent.
- The works will follow on from rock slope works along the same section of the A82, which have been ongoing for several months. Any birds in the vicinity of the scheme are likely to be habituated to existing levels of noise and disturbance from these works as well as traffic on the A82 trunk road. The resurfacing works are much smaller in scope and duration than the preceding rock slope works.
- The roadside rock faces present at several sections of the scheme extent are likely to provide a barrier between the working area on the A82 and the surrounding area of the SPA and SAC.
- Consultation with NatureScot for the rock slope works in late 2025 confirmed that there is very little suitable nesting habitat in proximity to the works with no known nests within 1km.
- Given the rural location of the scheme, there is an abundance of alternative habitat present in the landscape suitable for foraging.
- No significant emissions sources will be introduced by the works, and standard measures to prevent pollution and reduce noise and lighting during construction will be in place during works.

The Glen Coe SSSI was also considered within the HRA, and it was assessed that there would also not be any impacts on the designated features of this site considering the minor and localised nature of the works. As no works will take place within the boundary of the SSSI, consent is not required.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of 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 on site 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 scheme is of short duration and will be undertaken on a rolling programme. The potential for significant

species disturbance within the area of likely construction disturbance is therefore considered to be low.

All works will be restricted to the A82 carriageway boundary and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, and the scheme does not require permanent or temporary land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread INNS, invasive native perennials or injurious flowering plant species, should these be present in adjacent verges.

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. The following mitigation measures, in addition to the ones detailed in the HRA, will be put in place to minimise impacts on biodiversity features in the area:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.

- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

No excavation of rock is required as part of carriageway resurfacing and soil removal is restricted to re-cutting of drainage grips which deteriorate over time as they fill with sediment. As such works will not result in any change to local soil composition, and standard working practices will limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Planings will be re-used or recycled in line with SEPA's LRWA3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- 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.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the lack of residential or commercial properties in proximity to the works greatly reduces the potential for disturbance. The works will employ a night-time working pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Due to the relatively short duration and localised nature of the works, the proposed schemes are anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

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.
- The Environmental Health Officer (EHO) for the Highland Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00 where possible.
- Drop heights from vehicles and NRMM 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, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- 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 delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and operation during night-time hours.

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 residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- 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 (e.g. change from nighttime works to daytime works) 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 (if 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:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Activities Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water will be detailed in the SEMP and will be 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 (i.e. road planings) and materials (i.e. new asphalt) 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.
- 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 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

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- 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.
- Warm mix asphalt will be used as standard.
- Where possible, materials will be sourced locally and any waste which cannot be re-used or remain on-site will be disposed at local waste management facilities, to reduce greenhouse gas emissions associated with materials movement.

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

Part of the A82 carriageway within the scheme is recorded as having high risk (10% chance each year) of surface water flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A82 trunk road boundary and TM will be designed in line with existing guidance. TM will consist full road closures with regular amnesties. Where required, alternative NMU provisions/routes will be included in the traffic management 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 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 identified no approved planning applications within 300m of the scheme in the last 6 months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are noted as being planned on this area of the A82 trunk road at the same time as this scheme. Due to the timing and 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. 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.

An HRA was conducted due to proximity and ecological connectivity with the Glen Coe SAC and Glen Etive and Glen Fyne SPA. The assessment concluded that there was no LSE resulting from the works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in the Ben Nevis and Glen Coe National Scenic Area 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 resurfacing of the worn road surface and recutting of drainage grips followed by reinstatement of road markings and studs.
- Construction activities are restricted to a total area of 0.05ha and length of 767m stretch of the A82 trunk road.
- The works will be temporary, transient, localised, and completed during nighttime hours on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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.
- By removing the carriageway defects this will provide this part of the A82 carriageway with another life cycle and significantly improve the ride quality which will result in safer conditions for road users.

Location of the scheme:

- The works will be located within the existing A82 trunk road boundary and as such, no land take will be required.
- The works are located adjacent to the Glen Coe SAC, the Glen Etive and Glen Fyne SPA, and the Glen Coe SSSI. Due to the proximity of the works and

potential ecological connectivity, an HRA was produced which concluded no LSE would occur on the designated features of the SAC or the SPA.

- The works are located within the Ben Nevis and Glen Coe National Scenic Area, however, works are restricted to like-for-like resurfacing of the carriageway drainage cutting and as such no change to the visual landscape or adverse impacts are expected.

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.
- As the works will be limited to the like-for-like replacement 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.

References of supporting documentation

F565 Habitats Regulations Appraisal (HRA): A82 Meeting of the Three Waters**.**

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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