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TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 South of Cattle Ranch - Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A82 carriageway near Stone Cottage (between Fort William and Spean Bridge). The works include milling out and replacing bituminous inlay material to mixed depths. Following the resurfacing works, road markings will be reinstated. Minor drainage/kerbing replacement and/or resetting may be undertaken within the verge in conjunction with resurfacing works.

The total length of the scheme is 374m with an approximate area of 0.22ha.

The main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Reset and/or replace roadside gullies and kerbing where required.
- Lay new surface course.
- Roll surface and allow it to set.
- Install road markings and studs.
- Remove TM and open road.

The works are programmed to be completed within the 2025/26 financial year, with a provisional commencement date in late September 2025, subject to change. Works will be undertaken during night-time hours (19:00-07:00) over the duration of 2 weeks. Any changes in the programme may result in the need for a change to day-time working.

Traffic Management (TM) will consist of a full night-time road closure with regular amnesties during works to allow for traffic. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The works are scheduled to take place on a stretch of the A82 carriageway near Stone Cottage (between Fort William and Spean Bridge), within the Highland Council region (Figure 1).

Figure 1: Scheme Location

The scheme has the following National Grid References (NGRs):

- Start: NN 18064 79720
- End: NN 18377 79907

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) declared by Highland Council within 300m of the scheme (Air Quality Management Areas).

There is one air quality monitoring site (AQMS) located within 10km of scheme extents; the Fort William AQMS is located approximately 9km southwest of scheme extents and recorded pollution levels as 'band 2 – low' at the time of assessment. It is expected that the air pollution readings at the scheme extents will be similarly low or even lower due to the more rural location (Air Quality in Scotland).

One air pollutant release site is listed on the Scottish Pollutant Release Inventory (SPRI) located within 10km of scheme extents; 'Liberty Lochaber Aluminium, Lochaber Smelter' is located approximately 7km southwest of the scheme extents and has records for particulate matter, perfluorocarbons (PCFs) and sulphur oxides (SO_2 and SO_3)

Baseline air quality for this scheme is primarily influenced by traffic along the A82 trunk road.

Cultural heritage

A study using PastMap has highlighted two features, both listed on the National Record of the Historic Environment (NRHE) and Historic Environment Record (HER) databases, within 300m of the scheme; none of these records fall within the scheme extents, with the closest located 100m south of the scheme.

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

Construction of the A82 carriageway is likely to have removed any archaeological remains that may have been present within the carriageway boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low. Furthermore, the works will be restricted to previously engineered ground within the A82 trunk road boundary. Therefore, this receptor has no constraints that are likely to be impacted by the proposed works and as such, 'Cultural Heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme does not fall within a National Park (NP), National Scenic Area (NSA), or any other site designated for landscape character or quality (SiteLink).

The Landscape Character Type (LCT) within the study area is 'Broad Forested Straths' (LCT. No. 235) (Scottish Landscape Character Types) which has the following key characteristics:

- 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 A82 carriageway is a prominent linear landscape feature within the area. The road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, lighting etc. The scale of the carriageway detracts from the quality and character of the wider landscape. The scheme extent is flanked by tree shelterbelts and grazing pastures. Large areas of forestry and agricultural land are located in the wider environment, and a railway line travels parallel to scheme extents, approximately 50m to the south.

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

Biodiversity

There are no European sites (i.e. Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and RAMSAR sites) within 2km of the scheme (SiteLink).

The scheme extents are located within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI). For further details refer to section Geology and Soils below. There are no other locally or nationally biological designated sites (i.e. SSSI, National or Local Nature Reserves) which lie within 300m of the scheme (SiteLink).

The NBN Atlas has returned no records of invasive plants or injurious weeds (as listed in the NMC Contract) within 2km of the scheme under the same search criteria as above.

Transport Scotland's Asset Management Performance System (AMPS) confirmed no records of invasive plant species or injurious weeds (as listed in the NMC Contract) within 300m of the scheme extents.

Habitats surrounding the scheme are dominated by areas of woodland/forestry and grazing pastures, with areas of agricultural and arable land in the wider area. Allt Achadh na Dalach lies approximately 250m to the north of the scheme. The watercourse and its associated tributaries, several of which are culverted beneath the A82 carriageway, constitute a connected freshwater network providing potential habitat for aquatic and riparian species in proximity to the works.

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

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

Geology and soils

The scheme is located within Parallel Roads of Lochaber SSSI (NatureScot Site Code: 1272), which is designated for the earth science features 'Fluvial Geomorphology of Scotland' and 'Quaternary of Scotland'.

The scheme is also located within the Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS).

Bedrock geology within the scheme is recorded as 'Fort William Formation' - a micaceous psammite and semipelite metamorphic bedrock. (BGS Geology Viewer).

Superficial deposits within the scheme are recorded as (BGS Geology Viewer):

- Hummocky (moundy) Glacial Deposits – diamicton, sand and gravel
- Peat

Soils within the scheme are recorded as peaty gleyed podzols with peaty gleys with dystrophic semi-confined peat (Scotland's Soils). Soil surrounding scheme extents are recorded as being of Carbon and Peatland 'Class 5', which is associated with carbon-rich soils and deep peat, however, no peatland habitat is recorded (Carbon and Peatland Map).

Material assets and waste

The proposed works are necessary to resurface sections of the A82 carriageway, requiring base/binder inlay, and reinstatement of road markings and studs. Minor

kerbing/drainage replacement may also be undertaken. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Pre-cast kerbing
- Gullies

Wastes are anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this will be registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011. Any waste kerbing/drainage components will be removed off site for disposal.

The Scheme is valued at £205,000, and as such a site waste management plan (SWMP) is not required. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

A search of the Round 4 Noise Modelled Data shows that the scheme extent is subject to an estimated 60-75dB noise level over a 24-hour period (Lden – day, evening, night) (Scottish Government).

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) (Transportation Noise Action Plan-2019-2023).

Given the rural nature found within the scheme, it is considered that the baseline noise levels within the scheme extents are low to moderate, with noise mainly influenced by vehicles travelling along the A82. Secondary sources are likely to come from forestry or agricultural activities in the wider area.

Population and human health

No residential or commercial properties are located within 300m of the scheme.

No provisions for non-motorised users (NMUs) are located on the A82 within the scheme extent. There are also no junctions, access roads, bus stops, laybys or parking areas within the scheme extents.

One Core Path (Spean Bridge to Torlundy) is located within 300m of the scheme, however does not meet the A82 carriageway (Highland Council).

There are no National Cycle Network (NCN) routes (OS Maps), or any routes listed on WalkHighlands within 300m of scheme extents.

Traffic Management will involve a full nighttime road closure with regular amnesties in place to allow traffic flow through scheme extents.

Road drainage and the water environment

Allt Achadh na Dalach (ID: 20344) is located approximately 200m north of the scheme. This watercourse was given an overall condition of 'good' in 2023 by Scottish Environmental Protection Agency (SEPA), under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub).

Several minor watercourses/field drains flow within proximity of the scheme, many of which are culverted under the A82 carriageway and discharge in Allt Achadh na Dalach.

The scheme is underlain by the Fort William groundwater body (ID: 150696) which was classified in 2023 as having an overall condition of 'good' (Water Classification Hub). This groundwater body is also classed as a ground Drinking Water Protected Area (DWPA) (Scotland's Environment).

Small areas of the A82 within the scheme extent have a low to high risk of surface water/small watercourse flooding, these areas have a 0.1-10% chance of flooding each year (SEPA Flood Maps).

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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

Landscape and visual effects

The works are not located within an area designated for its landscape character or quality. There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM, however this will be restricted to the limited construction duration only.

Works will be restricted to the A82 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface. Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape. No residual change is anticipated.

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

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. Works are, however, 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. The scheme is of short duration (2 weeks) 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.

Works will be restricted to the A82 carriageway and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, with the works limited to resurfacing and kerb and gully replacement, if required. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no

requirement to import topsoil. As such, there is limited potential to spread or introduce invasive plant species, or injurious flowering plant species. However, operatives may still encounter these within verges.

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

- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environment Team.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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 confined to the A82 trunk road boundary, however, works may involve some minor kerbing/drainage replacement. The scheme is located within the Parallel Roads of Lochaber SSSI, which is designated for earth science features. The following Operations Requiring Consent (ORC) are given for this SSSI (as listed by NatureScot):

- *7 - Dumping, spreading or discharge of any materials (except fertilisers, lime and manure).*
- *20 - Extraction of minerals including sand and gravel, topsoil or sub-soil.*
- *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.*
- *24 - Modification of natural or man-made features.*

Works will be like-for-like in nature and will not entail any operations/activities listed as ORC. As such, SSSI Consent from NatureScot is not required for these works.

Due to the localised and relatively minor nature of the works, no change to the local soils or geology features is expected. The following measures will be applied to on site:

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Excavated material will be kept to a minimum and spread evenly within the road verge along the scheme extents.
- The parking of machinery/vehicles 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 the waterbodies banks) will be reinstated as much as is practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil eroding into the unnamed waterbody and travelling downstream.
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and 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.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a night-time working pattern, however there are no residential or commercial properties located within 300m of the works. Due to the short duration, localised nature of the works, and lack of sensitive receptors in the area, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. The following mitigation measures will be put in place:

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

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

Population and human health

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

No significant congestion issues are noted during the proposed night-time construction hours (19:00-07:00), with regular amnesties to allow traffic to pass through; increased journey times may occur, but these are considered insignificant

considering the relatively low traffic counts. NMUs will be provided with safe passage through/around the works.

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

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- 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

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

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

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

Vulnerability of the project to risks

Works are restricted to the A82 carriageway, and TM will be designed in line with existing guidance. TM will consist of a full night-time road closure with regular amnesties. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

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

Assessment cumulative effects

A search of the Highland Council Planning Portal (Highland Council Planning Portal) identified no active planning applications within 300m of the scheme submitted in the past 12 months.

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

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all activities confined to the A82 trunk road boundary.
- Construction activities are restricted to an area of 0.22ha along a 374m stretch of the A82.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme.
- 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 carriageway defects 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 scheme is located within Parallel Roads of Lochaber SSSI. Works will not involve any operations which will risk/change the qualifying features of this site (and will not require consent).
- The scheme will be located within the existing A82 road boundary and as such, no land take will be required.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- 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.

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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