TRANSPORT SCOTLAND
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Environmental Impact Assessment Record of Determination

A82 North of Highland Boundary- 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 North of Highland Boundary (see Figure 1), within the Highland Council area. The works include milling out and replacing bituminous material to a depth of 200-400mm. Following the resurfacing works, road markings will be reinstated. Minor/localised surface drainage amendments may also be undertaken as required.

The total length of the scheme is 1,487m with an approximate area of 0.89ha.

The main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator may 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 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, currently scheduled to commence in April 2025, however, this date is subject to change. Works will be undertaken during night-time hours (19:00-06:00) over the duration of 12 nights. Changes in the programme may result in the need for a change to daytime working.

TM will involve overnight lane closures with two-way temporary traffic lights and a 10mph convoy system to be in place during working hours. No TM will be required during non-working hours (06:00-19:00). Access to parking areas and laybys will be maintained as far as practicable. 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 scheme is located on the A82 carriageway, north of Bridge of Orchy within the Highland Council (Figure 1).

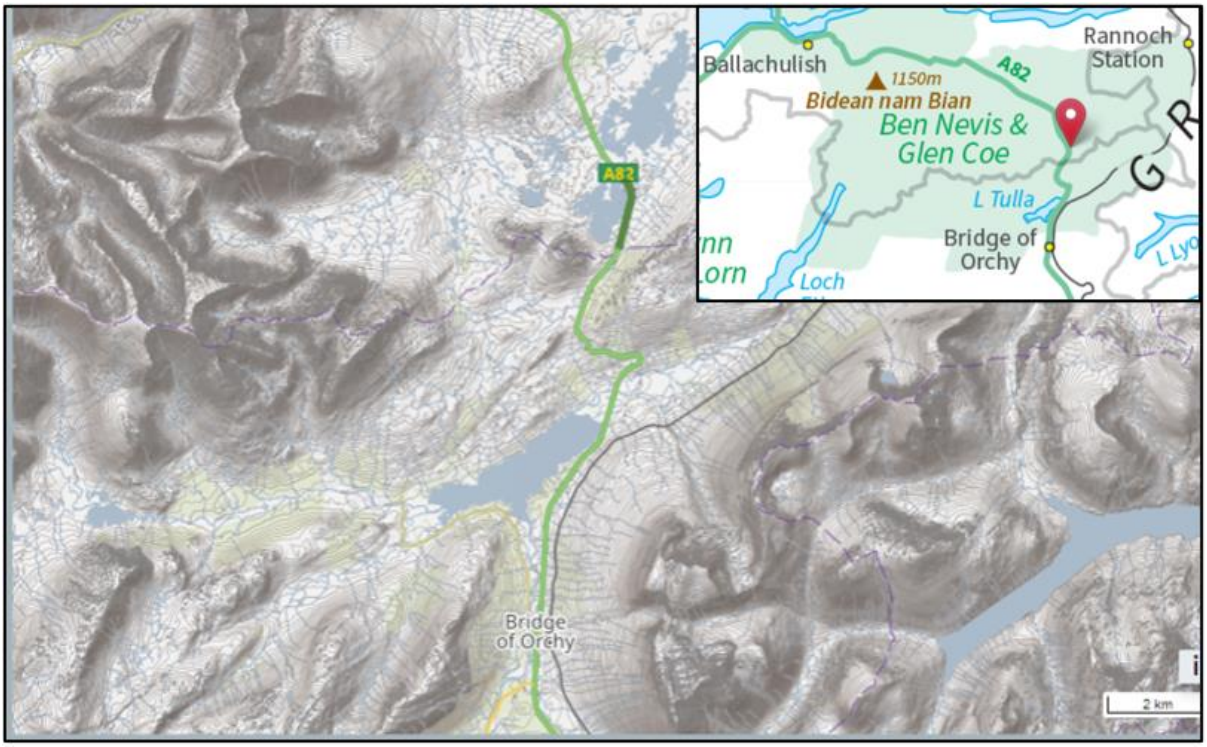

Figure 1. Scheme extent (dark green). Inset map shows the wider scheme location.

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

- Scheme start point: NN 31406 47275
- Scheme end point: NN 31425 48727

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (Scottish Air Quality) which have been declared by the Highland Council.

There are no air quality monitoring sites located within 10km of the scheme (Air Quality in Scotland).

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

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A82 trunk road.

Cultural heritage

According to PastMap (PastMap), only two features listed on the Canmore database are located within 300m of the scheme. Both of these are milestones which lie directly adjacent to the A82 within the scheme extents.

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

The works are like-for-like and restricted to previously engineered ground within the boundaries of the A82 trunk road. 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 is situated within the Ben Nevis and Glen Coe National Scenic Area (NSA) (NatureScot), which has the following special qualities:

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

- The dark heritage

The scheme is not located within any National Parks (SiteLink).

The scheme is located within a rural location on the A82, with land surrounding the scheme dominated by boggy moorlands, sparse tree coverage and various lochs across the landscape.

The Landscape Character Type (LCT) within the scheme extent is recorded as 'Boggy Moorland – Lochaber' (LCT No. 232), which is noted for the following key characteristics:

- Vast waterlogged landscape, although one whose scale can be reduced by low hanging cloud and mist.
- Amphitheatre setting - a massive basin encircled by curtain of hills which are often accentuated by cloud draped summits.
- Large scale recurring landcover pattern of grass, rush and heather, scattered glacial erratics and mounds, pools and lochans with a few stunted trees.
- Lochans with trees and rocks provide local foci within the landscape.
- Small scale pattern of seasonal flowers and lichens draw the eye from the expanse into the detail of the bog surface.
- Minimal obvious human influence, giving a remote and wild landscape character.

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

Biodiversity

The following designated sites are located within 2km of scheme extents (NatureScot):

The scheme extent is located within the boundary of Rannoch Moor Special Area of Conservation (SAC).

The scheme extents is located within the boundary of Glen Etive and Glen Fyne Special protection Area (SPA).

River Tay SAC lies approximately 300m northeast of the scheme.

Rannoch Lochs SPA lies approximately 300m northeast of the scheme.

Due to proximity and potential ecological connectivity of the schemes to the noted European sites, a Habitats Regulations Appraisal (HRA) Proforma was conducted.

Rannoch Moor Site of Special Scientific Interest (SSSI) overlaps Rannoch Moor SAC and covers the scheme extents.

No other locally or nationally designated biodiversity sites are located within 300m of the scheme (NatureScot).

The NBN Atlas also has records of several bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

A further search of the NBN Atlas for records of invasive/injurious plants (as listed in the NMC Contract) within 2km of the scheme (within the last 10 years), has returned record of the following species:

- Broad leaved dock *(Rumex obtusifolius)*
- Common ragwort (*Senecio jacobae*)
- Rosebay willowherb (*Chamaenerion angustifolium*)
- Spear thistle (*Cirsium vulgare*)

Transport Scotland's Asset Management Performance System (AMPS) does not record any invasive non-native species (INNS) or injurious weeds within 300m of the scheme.

Habitat surrounding the A82 at this location is dominated by boggy moorlands, sparse tree coverage and various lochs.

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

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

Geology and soils

The A82 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) or geological SSSI and there are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents.

The British Geological Survey online mapping tool records that the bedrock geology within the scheme extents is recorded as 'Rannoch Moor Pluton – Granodiorite', which is an igneous bedrock.

The mapping tool records the following superficial deposits within the scheme extents 'Till and morainic deposits – diamicton, sand and gravel', which is a sedimentary deposit.

Soils within the scheme extent are recorded as being 'Class 1', as displayed on Scotland's Peat Map. Class 1 is considered to be peat soil - nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas likely to be of high conservation value.

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, 'geology and soils' is scoped out and is not discussed further within this Record of Determination (RoD).

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. Materials used will consist of:

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

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 has been 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.

The scheme value exceeds £350,000, and as such a site waste management plan (SWMP) is required. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

The scheme does not lie within any Candidate Noise Management Areas (Transport Scotland).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level (Lden) between 65 and 70dB at the scheme location (SpatialData).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the A82 trunk road.

Population and human health

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

There are no access roads, pedestrian paths or other non-motorised user facilities located within the scheme extents. There is one access point to a parking area located near the middle of scheme extents on the western side of the carriageway.

There are no National Cycle Routes (OSMaps), walking routes (WalkHighlands) or core paths (Scotland's Environment) noted within 300m of scheme extents.

The nearest traffic count point is located approximately 8km south of the scheme extents (ID: 95095), which estimates an annual average daily flow (AADF) of 3,961 vehicles in 2023, with 319 heavy goods vehicles making up 8% of AADF (Department for Transport).

TM will involve a nighttime single lane closure (19:00 - 06:00), with a 10mph convoy system in place. TM will be removed during the daytime hours.

Road drainage and the water environment

Lochan na h-Achlaise (ID:100231) lies approximately 10m west of the scheme extents at its closest point and has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2023 as having an overall condition of 'high' (SEPA Water Classification Hub).

Allt Bhreacnais (ID:10291) lies approximately 100m east of the scheme extents, and has been classified by the SEPA under the WFD in 2023 as having an overall condition of 'good' (SEPA).

Loch Ba (ID:100228) lies approximately 100m north of the scheme extents at its closest point and has been classified by the SEPA under the WFD in 2023 as having an overall condition of 'high' (SEPA).

There are also several minor unnamed watercourses which are channelled underneath the A82 within the scheme extents (SEPA).

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

SEPA Flood Map has highlighted some sections of the A82 as having a high likelihood of surface water flooding within the footprint of the scheme extents (i.e. a 10% chance of flooding each year).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act included a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or 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 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 cold-milled material 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.
- Ancillary plant, vehicles and NRMM 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) minimizing cutting and grinding on-site, (b) reducing the 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 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 RoD.

Landscape and visual effects

The works lie within the boundary of the Ben Nevis and Glen Coe NSA. Due to the nature of resurfacing works being restricted to the trunk road boundary and the like-for-like replacement of the carriageway surface, no permanent visual impact on the NSA is expected. Therefore, consultation with NatureScot regarding the works impact on the scenic value was not identified to be required.

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, works will be restricted to the A82 carriageway boundary and will be carried out over a short duration (12 nights).

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.

To mitigate any potential impacts as much as possible, the following 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

During the road resurfacing, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

BEAR Scotland produced a HRA to assess potential effects of the proposed resurfacing works on European sites. The HRA concluded that the works would not result in any Likely Significant Effects (LSE) on the qualifying features of the River Tay SAC and Rannoch Moor SAC (except for one species for both) due to the distance of the works from the sites, the lack of in-stream works, and implementation of good practice measures to prevent pollution. However, LSE could not be ruled out for one species within Rannoch Moor SAC and River Tay SAC, or for breeding birds within Glen Etive and Glen Fyne SPA, or birds within Rannoch Lochs SPA; as such, an Appropriate Assessment was carried out. No Adverse Effects on Site Integrity (AESI) were identified as a result of works. Similarly, no AESI were identified on the Glen Etive and Glen Fyne SPA or Loch Rannoch SPA as a result of works.

All works will be restricted to the A82 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or INNS.

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. The scheme is of short duration (12 nights) 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.

The following mitigation measures 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 SEMPs. 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.
- Artificial lighting will be directed away from waterbodies or other sensitive habitats as far as is safe and reasonably practicable.
- 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, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- 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.

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.
- 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 scheme have the potential to cause disturbance via noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA and there are no human receptors present within proximity to the scheme. Resurfacing works will be completed over a nightly programme (12 nights) on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing 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:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officer (EHO) from Highland Council will be notified of works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to 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.
- 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.
- 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 NMUs as a result of construction presence, and associated noise and delays due to traffic management measures. Road users and bus operators will be informed of works through a media release, which will provide details of construction dates/times and TM arrangements.

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.

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

- Notification will be issued to local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from night-time 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, 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 Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident 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 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 their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to a local waste management facility.

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

Vulnerability of the project to risks

The works will be programmed out-with the heavy rain events where possible. There will be no change to the likelihood of flooding on the A82 within the scheme extents upon completion of the works.

Works are restricted to the made ground of the A82 carriageway and TM will be designed in line with existing guidance. TM will consist of night time single lane closures with a 10mph convoy in place during the works overnight.

The works will not result in any change in vulnerability of the A82 to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Assessment cumulative effects

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

Due to the proximity of works to several European Sites, an HRA Proforma was undertaken to assess potential effects of the proposed resurfacing works on these sites. An Appropriate Assessment was carried out which concluded no AESI as a result of 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) is situated wholly within Rannoch Moor SAC, Glen Etive and Glen Fyne SPA and Ben Nevis and Glen Coe NSA, which are sensitive areas within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made ground on the A82 carriageway surface.
- Construction activities are restricted to an area of 0.89 ha along a 1,487m 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 wholly within Ben Nevis and Glen Coe NSA; however, no permanent visual impacts on the NSA or local landscape will result from the works. Temporary visual impacts during construction will be minor, highly localised, and of short duration.
- The scheme will be located within the existing A82 road boundary and as such, no land take will be required.
- The scheme lies within Rannoch Moor SAC and Glen Etive and Glen Fyne SPA. The scheme also lies within 300m of Rannoch Lochs SPA and Glen Etive and Glen Fyne SPA. The HRA Proforma (including Appropriate Assessment) carried out did not identify any AESI on the qualifying features of the sites.
- No residential properties or other sensitive receptors lie within 300m of the scheme.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to be of short duration. Night-time resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- The SEMP will include plans to address environmental incidents.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

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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