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Environmental Impact Assessment Record of Determination

A82 South of Highland Boundary and A82 White Corries - Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works across two areas on a stretch of the A82 carriageway; 'A82 White Corries' and 'A82 South of Highland Boundary'. The works include milling out and replacing bituminous material. Following the resurfacing works; road markings will be reinstated.

The schemes comprise lengths of 950m and 975m, with approximate areas of 0.57ha and 0.62ha respectively.

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 to various depths.
- Lay and roll new surface course.
- Roll surface and allow it to set.
- Mark out lining schedule on site
- Carry out lining/studding
- Replace kerbing (where required)
- Remove TM and open road.

The works are programmed to be completed within the 2026-27 financial year, currently scheduled to commence in August and October 2026 respectively, however, this date is subject to change. Works will be undertaken during night-time hours (19:00-06:00) over a total duration of 14 nights between the two schemes. Changes in the programme may result in the need for a change to daytime working.

TM for A82 White Corries will involve an overnight road closure with regular amnesty periods, with the TM at A82 South of Highland Boundary involving overnight lane closures with two-way temporary traffic lights and a 10mph convoy system in place. 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, approximately 7.5km and 13.5km north of the settlement of the Bridge of Orchy within the Argyll and Bute Council and the Highland Council areas (Figure 1). The scheme has the following National Grid References (NGRs):

- A82 White Corries: Start: NN 27735 52978, End: NN 26829 53647
- A82 South of Highland Boundary: Start: NN 30846 46443; End: NN 31398 47241

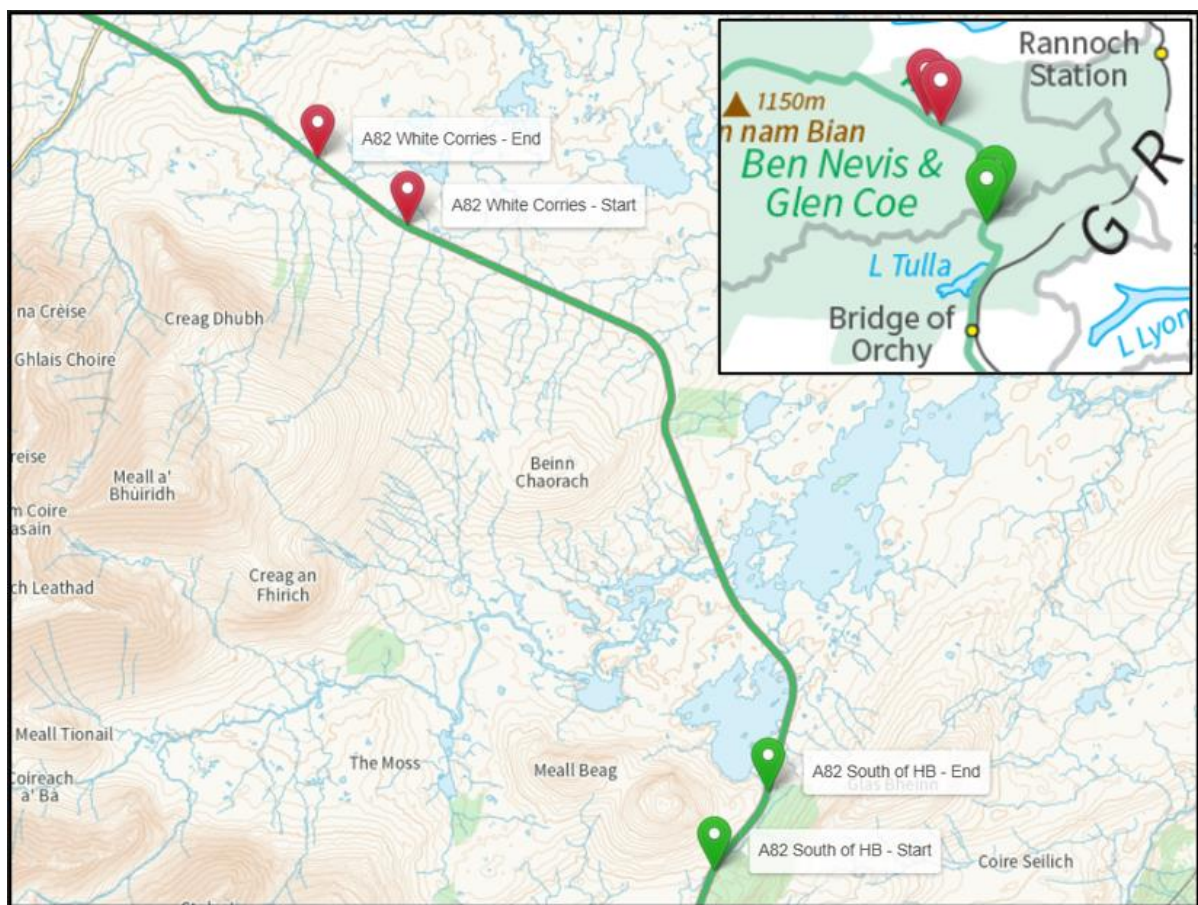


Figure 1. Scheme locations and extents (A82 White Corries (red markers) and A82 South of Highland Boundary (green markers)) on the A82 carriageway.

Description of local environment

Air quality

The schemes do not fall within any Air Quality Management Areas ([Scottish Air Quality](#)) which have been declared by the Highland Council.

There are no pollution monitoring sites located within 10km of the schemes ([Air Quality in Scotland](#)).

There are no Scottish Pollutant Release Inventory ([SPRI](#)) monitoring sites located within 10km of the schemes.

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

Cultural heritage

According to PastMap ([PastMap](#)), there are no Scheduled Monuments, Listed Buildings, Garden & Designed Landscapes, Conservation Areas, World Heritage Sites or Inventory Battlefields located within 300m of the schemes.

Of lesser cultural heritage value two National Record of the Historic Environment (NHRE) and one Historic Environment Record (HER) lie within 300m of the schemes. 'Creagan Criche' is a milestone listed as both NHRE and HER and lies approximately 150m south of the A82 South of Highland Boundary. 'Dubh Lochan' is a milestone listed as NHRE and lies within A82 White Corran scheme extents.

Landscape and visual effects

The schemes are situated within the Ben Nevis and Glen Coe NSA ([NatureScot](#) – Site Code: [9120](#)), 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 schemes are located within a rural location on the A82, with land surrounding the schemes dominated by boggy moorlands, sparse conifer woodland to the west, various lochs and minor watercourses spanning across the landscape.

The Landscape Character Type ([LCT](#)) within scheme extents are recorded as 'Boggy Moorland – Lochaber' ([LCT No. 232](#)) and 'Rugged Mountains' ([LCT No. 35](#)), which is noted for the following key characteristics:

LCT No. 35 – Rugged Mountains

- Rugged, steep sided mountain ranges with a massive scale.
- Diverse landform with gullies, scarp slopes and rocky screes.
- Striking exposed rock faces, with scrubby birch-oak woodland in gullies.
- Relatively wide glens between mountain ranges.
- Fast-flowing burns, waterfalls and small upland lochs are distinctive features.
- Extensive conifer forests on some lower slopes.
- Inaccessible and relatively uninhabited, with strong wildness qualities.
- Dramatic mountain scenery.

LCT No. 232 – Boggy Moorland – Lochaber

- 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, within the North West, 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 scheme extents are located within the boundary of Rannoch Moor Special Area of Conservation (SAC).

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

The River Tay SAC lies approximately 1.8km northeast of the A82 South of Highland Boundary scheme.

The Rannoch Lochs SPA also lies approximately 1.8km northeast of the A82 South of Highland Boundary scheme.

Due to the ecological connectivity between the scheme extents and the above noted European Sites; a Habitats Regulations Appraisal (HRA) was conducted. Refer to the Biodiversity Impacts and Mitigation section below for further details.

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

No other locally or nationally designated biodiversity sites are located within 300m of the schemes ([NatureScot](#)).

The [National Biodiversity Network \(NBN\) Atlas](#) holds several records of bird species within 2km of the schemes (only including records during the past ten years and of open-use attributions (OGL, CC0, CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas also holds the following records of invasive plants or injurious weeds (as listed in the Network Management Contract (NMC)) under the same criteria:

- Broad-leaved dock (*Rumex obtusifolius*)
- Common ragwort (*Senecio jacobae*)
- Spear thistle (*Cirsium arvense*)

Transport Scotland's Asset Management Performance System (AMPS) does not record any invasive plants or injurious weeds within the scheme extents.

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

There are no areas of woodland within 300m of the scheme listed on the Ancient Woodland Inventory ([NatureScot](#)).

No Tree Preservation Orders (TPO) are located within 300m of the scheme ([Argyll and Bute Council](#) and [Highland Council](#)).

Surveys were carried out within a 200m buffer of each scheme extents by the BEAR NW Environment Team in April 2026.

Geology and soils

The schemes do not lie within 300m of any geological SSSIs or Geological Conservation Review Sites ([NatureScot](#)).

Soils within the schemes are recorded as peaty gleys and peaty gleyed podzols ([Scotland's Soils](#)).

Soils within scheme extents are recorded on the 2016 Carbon and Peatland map as Class 1 and Class 2. Class 1 indicates peatland with nationally important carbon-rich soils, deep peat and priority peatland habitat, of high conservation value. Class 2 indicates nationally important carbon-rich soils, deep peat and priority peatland habitat, potentially of high conservation value and restoration potential ([Scotland's Soils](#)).

Bedrock within the scheme is recorded as 'Auch Gleann Psammite Formation (psammite)' and 'Rannoch Moor Pluton (granodiorite)', and superficial deposits of 'Till and Morainic Deposits (diamicton, sand, and gravel)' ([BGS](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- Asphaltic material
- Thermoplastic road marking paint

- Bituminous emulsion bond coat
- Milled in road studs.

Wastes are anticipated to be primarily planings from the carriageway surface course. All road planings will be treated in line with the Scottish Environment 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). Coal tar has not been highlighted as being present within the schemes.

As the value of the A82 South of Highland Boundary scheme exceeds £350,000; a Site Waste Management Plan (SWMP) is required to be in place for these works. However, the A82 White Corries works fall under value of £350,000 and SWMP is not required for that scheme.

Noise and vibration

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

The noise map records average noise levels for day, evening and night (Lden) ranging between 64-72db ([Scotland's Noise](#))

The schemes lie within a rural area, with the main noise sources anticipated to arise from road traffic on the A82.

Population and human health

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

There are no National Cycle Network (NCN) Routes ([OS Maps](#)), walking routes ([WalkHighlands](#)), or core paths ([Scotland's Environment](#)) noted within 300m of the A82 South of Highland Boundary scheme.

One walking route, 'West Highland Way 6 – Inveroran to Kings House', lies at the junction approximately 100m northwest of the A82 White Corries scheme extents. There are no National Cycle Network (NCN) Routes ([OS Maps](#)) or core paths ([Scotland's Environment](#)) noted within 300m of the A82 White Corries.

Two unofficial laybys/passing points are located along the A82 within the scheme extents of the A82 South of Highland Boundary. No other road facilities, such as laybys, bus stops, crossing points etc. lie within scheme extents.

The nearest traffic count point on the A82 (ID: ATC00003 – A82 Glencoe East) is located approximately 14km and 20km south of scheme extents respectively, which records average daily traffic (ADT) flow of 4,470 vehicles in 2025, with 9.2% of which being heavy goods vehicles (HGVs) ([Transport Scotland](#)).

Road drainage and the water environment

Allt Bhreacnais (ID:10291) is spanned by the A82 within the A82 South of Highland Boundary scheme extents, and has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2024 as having an overall condition of 'good' ([SEPA](#)).

Lochan na h-Achlaise (ID:100231) lies approximately 250m northwest of the A82 South of Highland Boundary scheme extents at its closest point and has been classified by SEPA under the WFD in 2024 as having an overall condition of 'high' ([SEPA](#)).

No watercourses classified by SEPA lie within 300m of the A82 White Corries scheme extents. However, several minor unnamed watercourses lie within 300m of both scheme extents, many of which are culverted under the A82 within the scheme extents ([SEPA](#)).

The schemes are located within the 'Upper Glen Coe' groundwater body (ID: 15093) which was classified by SEPA in 2024 as having an overall condition of 'good' ([SEPA](#)), and is also recorded as a Drinking Water Protected Area (Ground) ([Scotland's Environment](#)).

[SEPA Flood Map](#) has highlighted small sections on the A82 within the footprint of the scheme extents as having high likelihood of river, surface water and small water course flooding (i.e. a 10% chance of flooding each year).

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. 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.

Cultural heritage

One minor cultural heritage site lies within 300m of proposed works; 'Dubh Lochain' milestone lies within the A82 verge 2m from the carriageway. However, the works are restricted to the resurfacing of the carriageway and the following mitigation measures will be implemented:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. Historic Environment Scotland (HES) will be contacted as required.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences; especially areas surrounding listed buildings adjacent to scheme extents which will all be highlighted within the Site Environmental Management Plan (SEMP) if applicable.

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

Landscape and visual effects

The works lie within the boundary of the Ben Nevis and Glen Coe NSA. Due to the proposed works comprising of carriageway resurfacing within the existing trunk road boundary and involving the like-for-like replacement of the carriageway surface, no permanent effects on the landscape character or scenic qualities of the NSA are anticipated. 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 (14 nights total; 9 and 5 nights respectively). Any visual impacts during construction will be temporary and localised in nature.

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 sites 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 sites 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 an HRA to assess potential effects of the proposed resurfacing works on the qualifying features of the European Sites discussed above. The HRA concluded that the works would not result in any Adverse Effects on Site Integrity.

Although a portion of the scheme extents lie within the Rannoch Moor SSSI; no proposed works meet any operations requiring consent (ORCs) listed by NatureScot. As such, no consultation, or SSSI consent is required from NatureScot.

All works will be restricted to the A82 carriageway surface 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. Additionally, no invasive plant species or injurious weeds were identified on site during either site visit. 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 (14 nights in total) 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:

HRA Mitigation:

- Toolbox Talks will be included in the SEMP and provided to all site staff prior to works commencing.
- The working area and any machinery stored on site will be checked at the start of each shift. A soft start will be implemented to ensure a gradual increase in noise and activity.
- Any excavations, entrances to pipes/drains, or areas where an animal could be 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 becoming trapped.
- If excavations (e.g., trenches) cannot be covered, escape ramps will be installed to allow trapped animals to escape.
- If fencing is used at any point during works, a gap of 200mm from ground level will be provided, allowing free passage and preventing entrapment.
- Passage for mammals under bridges and along watercourses will be maintained for the duration of works where possible.
- If animals are observed in the area of works prior to works starting, no works will commence until they have moved at least 50m away.
- If animals are observed during works, all works will cease until they have moved at least 50m away.
- If artificial lighting is required, it will be used for as short a duration as possible and will be directed on the immediate area of works and away from

watercourses and suitable bankside habitat as far as is safe and reasonably practicable.

- The best practicable means, as defined in Section 72 of the Control of Pollution Act 1974 and BS5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites will be employed to reduce noise produced during works as much as possible.
- Plant, machinery and equipment fitted with effective silencers where available will be utilised for the works. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.
- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- All ancillary plant such as generators will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.
- Planned working hours will allow for a quiet period each day when construction stops, which will allow for undisturbed foraging time for birds.

General Mitigation:

- 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.
- No tree-felling or in-stream works will be permitted.
- 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.

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

Excavation of the carriageway is required as part of works; however, this will be restricted to the A82 trunk road boundary. Some localised soil exposure/disturbance will likely occur along carriageway verges; however this will not result in any change to local soil make-up, and standard working practices will highly 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.

- All road planings will be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- 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 night time working programme (14 nights in total) 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 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 Officers (EHO) from Argyll and Bute Council and the Highland Council will be notified of the respective 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 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 the 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](https://www.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 Activities Environmental Authorisations (Scotland) Regulations (EASR) 2018 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 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 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

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:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Warm mix asphalt will be used where possible.
- 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 and any waste which cannot be re-used or remain on-site will be disposed at local landfill, 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

The works will be programmed out-with the heavy rain events where possible. The likelihood of flooding on the A82 within the scheme extents upon completion of the works is expected to be reduced.

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 (19:00-06:00) single lane closures with a 10mph convoy in place during the works at the A82 South of Highland Boundary scheme, and at the A82 White Corries the TM will consist of an overnight road closure with regular amnesty periods.

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 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 [Argyll and Bute Council Planning Portal](#) and 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 one additional set of roadworks planned on the trunk road within the White Corries scheme extents, which relate to separate BEAR Scotland scheme for a damaged masonry bridge parapet repair. However, the works are expected to be completed before either resurfacing schemes commence. Consequently, no cumulative effects are anticipated. Furthermore, given the nature and scale of the proposed works, no cumulative effects are expected in combination with any other developments in the surrounding area.

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.

Due to the proximity of works to several European Sites, an HRA was undertaken to assess potential effects of the proposed resurfacing works on these sites which concluded works would not result in any Adverse Effects on Site Integrity.

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 or partially within Rannoch Moor SAC/SSSI, 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 the like-for-like replacement of worn road surface and the reinstatement of road markings, with all works restricted to made ground on the A82.
- Construction activities are restricted to areas of 0.57ha and 0.62ha, along 950m and 975m stretches of the A82 respectively.
- 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 schemes are 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 schemes are located within the existing A82 road boundary and as such, no land take is required.
- The schemes lie within Rannoch Moor SAC and Glen Etive and Glen Fyne SPA. The schemes also lie within 1.8km of Rannoch Lochs SPA and River Tay SAC at their closest points. The HRA (including Appropriate Assessment) carried out did not identify any Adverse Effects on Site Integrity.
- The schemes also lie partially within the Rannoch Moor SSSI. However, no negative effects are anticipated on the sites qualifying features as a result of proposed resurfacing works.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- Works are programmed to be of short duration. Night-time resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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 Proforma – A82 South of Highland Boundary and A82 White Corries. BEAR Scotland (July 2026).

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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Published by Transport Scotland, August 2026

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