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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 West of Devil's Staircase

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out vehicle restraint system (VRS) replacement works along the A82 trunk road. This 700m stretch of VRS (Figure 1) has been identified to be in poor condition and in need of removal and replacement. There is also scope to close gaps or add new sections in this location as part of the works, should the need be identified.

The main plant will include a mobile welfare unit, delivery wagons and an excavator. Materials will consist of new VRS safety barrier, P4 terminals, and concrete. All plant is likely to be contained either within traffic management (TM) and/or the Devil's Staircase layby.

The works are programmed to be completed within the 2025/2026 financial year, currently set for February 2026 however this is subject to change. Works will be undertaken during day-time hours (07:00-19:00) over the duration of up to 3 weeks.

TM will consist of a single lane closure with 2-way temporary traffic lights (TTLs). Pedestrian access will be maintained. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located along the A82 in Glencoe within Highland Council (Figure 1, National Grid Reference (NGR) NN 22069 56325 to NN 21477 55986)

Figure 1. Scheme extents.

Description of local environment

Air quality

The scheme is not located within an Air Quality Management Area (AQMA) declared by the Highland council (Air Quality in Scotland).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the proposed works (Air Quality in Scotland).

No Scottish Pollutant Release Inventory (SPRI) sites which record air pollutant releases are located within 10km of the scheme (Scotland's Environment).

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

Cultural heritage

The scheme is located within 300m of three undesignated cultural heritage features listed on Canmore or Historic Environment Record databases; one of these is the Cnoc nam Bocan milestone (20th century) which lies within the scheme near the western extent (PastMap).

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

The construction of the A82 trunk road will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, however there is still potential for items of cultural heritage to be present within the verges.

Landscape and visual effects

The scheme is located along a stretch of the A82 carriageway that passes through Glen Coe. The surrounding area is dominated by upland peaks and boggy moorland with freshwater in the form of watercourses and lochs lower down the glen. This area is very popular with tourists and outdoor recreationists.

The scheme lies within Ben Nevis and Glen Coe National Scenic Area (NSA) (NatureScot Site ID: 9120). The NSA 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 a National Park (NP).

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. The A82 is a single carriageway at the scheme extents.

Biodiversity

The scheme extents fully lies within Glen Etive and Glen Fyne Special Protection Area (SPA) (NatureScot Site Code: 10113). Due to the work location within this European site, a Habitats Regulations Appraisal (HRA) has been produced. Refer to the relevant assessment section below for details.

The Glencoe National Nature Reserve (NNR) (Site Code: 10532) lies 100m south of the scheme.

The National Biodiversity Network (NBN) Atlas holds no records of protected mammals within 2km of the scheme in the last 10 years; however, this does not preclude their potential presence in the area. Only records with open-use attributions (OGL, CC0, CC-BY) were included in the search criteria. Several bird species have been recorded using the same criteria and under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas and Transport Scotland's Asset Management Performance System (AMPS) hold no records of invasive non-native plant species (INNS) or injurious weeds within 2km of the scheme; however, this does not preclude their potential presence in the area.

There are no areas of woodland listed on the Ancient Woodland Inventory Scotland or any Tree Preservation Orders (TPOs) within 200m of the scheme.

Habitat surrounding the scheme is dominated by wet acidic grassland and heathland, scattered deciduous trees and exposed rocky slopes.

The BEAR Scotland NW Environment team carried out a preliminary ecological appraisal (PEA) on 12th February 2025.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS), or within a geologically designated Site of Special Scientific Interest (SSSI) (NatureScot).

Bedrock within the scheme extents is comprised of 'Eilde Flags formation – psammite and micaceous' which is a metamorphic bedrock, and 'Etive Dyke Swarm – microdiorite and porphyritic' which is an igneous bedrock (BGS Geology Viewer). Superficial deposits are described as 'hummocky glacial deposits – diamicton, sand and gravel'.

The local soil type is recorded as 'peaty gleyed podzols with dystrophic semi-confined peat with peaty gleys' of the Countesswells association (Scotland's Environment Map).

Soils within the scheme extent are recorded as being 'Class 2' as displayed on Scotland's Peat Map. Class 2 relates to nationally important carbon-rich soils with deep peat and priority peatland habitat.

Material assets and waste

The proposed works are necessary to ensure that the A82 carriageway remains in safe condition for road users. A range of plant and machinery will be utilised during the works, consisting of excavator, delivery wagons and a mobile welfare unit.

Materials used will consist of concrete, P4 terminals, and new VRS safety barriers. Any excavated soil material from the works will be site casted within the scheme extents. Old VRS material is anticipated to be recycled.

A site waste management plan (SWMP) is not required as the estimated bid value is below £350,00.

Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Areas (CQA).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level (Lden) between 60 and 70dB at the scheme location (SpatialData).

The baseline noise and vibration in the scheme extents is primarily influenced by vehicles travelling along the A82 trunk road.

Population and human health

There are two properties within 300m of the scheme, both near the eastern extent: Altnafeadh House lies 50m northeast of the scheme, and Lagangarbh Hut lies 300m to the south. It is unknown if the Altnafeadh property is occupied full time, but it has some roadside screening in the form of a tree belt. Lagangarbh Hut is used by mountaineering clubs but not occupied full time. Access to both is from the carriageway just outwith the eastern scheme extent.

The 'Devil's Staircase' layby lies on the eastbound side of the carriageway within the scheme extent, with the Buchaille Etive Mor carpark lying on the opposite side of the carriageway. The Glencoe viewpoint car park lies 200m west of the scheme on the southern side.

The West Highland Way walking route passes adjacent to the northern side of the carriageway at the eastern scheme extent, and there are also two circular walking routes that start in the Buchaille Etive Mor carpark and run adjacent to the carriageway along the verge for part of the routes (WalkHighlands). However, both

routes are possible to start from different parking spots which would avoid them passing close to the works

The area is popular with recreationists and tourists, receiving high amounts of foot and vehicular traffic during peak months.

There are no National Cycle Network (NCN) routes or Core Paths within 300m of the scheme.

Road drainage and the water environment

Two tributary watercourses (one of which is shown on an 1:50,000 OS map) are culverted under the carriageway within the scheme extent and outflow into the River Coupall, which lies 80m south of the scheme at its closest point. River Coupall (ID: 10319) has been assigned an overall status of 'Good' by SEPA in 2023 (SEPA Water Classification Hub). Drainage within the scheme consists of a ditch along the eastbound carriageway and partly along the westbound carriageway, with the rest mitigated by sheet flow.

The scheme falls within the 'Upper Glen Coe' groundwater body, which was classified by SEPA in 2023 as having 'Good' overall condition and is also recorded as a Drinking Water Protected Area (DWPA) (Ground) (SEPA).

The scheme area is not classed as having any likelihood of flooding within 300m of the scheme (SEPA Flood Maps).

Climate

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

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

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

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by excavation, 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 quality are considered to be low.

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

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

Cultural heritage

There is one feature, the Cnoc nam Bocan milestone, present within the footprint of the existing VRS in the scheme. However, this milestone was not visible on a site visit by the BEAR Environment team in February 2025, and a visit by Historic Scotland in 2015 also could not find this feature (trove.scot).

Excavation work is limited to the existing footprint of the foundations, with scope for new foundations to be excavated (less than $1m^3$ each) if the VRS is extended. Due to the relatively recent construction of the A82 carriageway the chance of undiscovered cultural heritage features is low. As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- Extra care will be taken near NN 21628 56030 in case the milestone feature is still present.
- The Local Authority and Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable and will utilise as few access points/tracks as possible.

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

Landscape and visual effects

The works are located within the Ben Nevis and Glen Coe NSA; however, the works are minor in nature and restricted to replacement and improvement of an existing feature along the A82 trunk road. Following the completion of the works the local landscape will be largely unchanged with the only visual changes possibly being the

closing of gaps in the VRS. Therefore, consultation with NatureScot regarding the landscape impact on the NSA is not 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, this will be restricted to the limited construction duration only. Upon completion of the works, no residual impacts are anticipated, as the visual appearance of the trunk road corridor will remain largely unaffected. The replacement of the VRS will be beneficial to road users as the existing VRS is corroded and replacing this will ensure the safety of road users.

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

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

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

Biodiversity

The scheme lies fully within the Glen Etive and Glen Fyne SPA and as such, a HRA has been undertaken. The HRA concluded that the works will not result in Likely Significant Effects (LSE) due to the following factors:

- Works are restricted to the A82 trunk road boundary for a length of 700m only. The area along the scheme extents has been assessed to be not suitable for breeding sites. This was confirmed by a site visit undertaken on 12th February 2025.
- The works are not noisy in nature, are short term and will be undertaken during the daytime working hours and as such will not disturb potential breeding sites further afield via light or noise pollution.

- It is expected that birds foraging in the area are habituated to the disturbance associated with the trunk road.
- Foraging habitat will not be altered and by utilising standard working practices, which will include robust containment measures to prevent pollution events, no impacts from construction works are expected.
- The works are restricted to the immediate verge and the area affected is insignificant considering the ample (and less disturbed) alternative foraging habitat within the wider SPA and surrounding area outside of proximity to the proposed working area, which would be available to foraging birds.

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, the works are not noisy in nature and will utilise a daytime working pattern with no requirement for artificial lighting and as such impact on nocturnal species will be avoided. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle and pedestrian movements by the A82. Therefore, the potential for significant species disturbance within the area of likely construction disturbance is considered to be low.

The ecological site visit undertaken on 12th February 2025 noted no presence of protected species within the works disturbance area.

No INNS or invasive plant species were noted during the desktop study or during the PEA and, as such, potential disturbance and/or spread of INNS during the works is negligible. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS plant species.

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

- Works will be strictly limited to areas required for access and verge works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.

- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environment Team.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles consecutively 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.

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

Geology and Soils

The scheme is not located within a site designated for geology features. However, the soil either side of the A82 at the scheme extents is noted as 'Class 2', which is characterised as deep peat. It is therefore expected that peat soils will be encountered during the excavation of the VRS foundations. However, the works will be confined to the A82 and its direct verges with no requirement entering areas beyond immediate roadside verges. The construction of the A82 has involved infill of aggregate material to provide a stable condition within the carriageway. Therefore, it is expected that the verges along the A82 carriageway will have a relatively thin layer of peat (if any) with deep peat located further afield. With the following measures in place, impact on peat is not expected:

- All machinery will operate from the road level without entering grounds outside the man-made surface of the A82 carriageway.
- Excavated vegetation turves will be placed carefully within the further edge of the ditch, avoiding compaction and ensuring (as far as reasonably practicable) that turves are kept in solid blocks with the vegetated side up.
- Excavated material will be kept to a minimum and spread evenly within the embankment of the drainage ditch along the scheme extents.
- Multiple handling of excavated soil or turves will be minimised.
- The extent and duration of exposed soil will be kept to the minimum required for the works.

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- No parking of machinery/vehicles and storage of equipment within the land outside the man-made ground of A82 will be allowed.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil eroding into the unnamed waterbody and travelling downstream.
- Additional pollution prevention measures as outlined in 'Road drainage and the water environment' will be adhered to during construction.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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 must be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works will employ a day-time working pattern over up to 3 weeks. The scheme lies within a rural area with two properties in vicinity to the works present, both of which are sheltered by trees and/or sufficiently distanced and known to be occupied part-time. In addition, the wildlife in proximity to the scheme is likely to be accustomed to existing levels of disturbance resulting from traffic movement and footfall. The works will be of a short duration, localised and undertaken during the daytime hours; therefore, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.

- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

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

No significant congestion issues are noted at the scheme location. Increased journey times may occur during construction; however, due to use of traffic lights, any delays are not expected to be significant. There are no junctions or dedicated NMU facilities located within the scheme extents and, NMUs will be provided with safe passage through/around the works (if required).

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 daytime to night-time working) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site as required.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

The works entail replacement of VRS and as such no work in or adjacent to watercourses is required. However, there is potential for temporary adverse impacts on the water environment due to the risk of pollution incidents. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. These measures include the following:

- Standard working practices to comply with Environmental Authorisations (Scotland) Regulations (EASR) including relevant SEPA Guidance for Pollution Prevention (GPPs) 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 (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works will be contained and removed from site to be disposed of appropriately.
- Concrete batching will be carried out on an impermeable surface at least 10m away from drains and water bodies.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.

- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

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

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

Vulnerability of the project to risks

The A82 at the scheme extents has not been noted as having flooding issues and the works will avoid being undertaken during heavy rain events where possible.

The works will take place within the verge of the A82 carriageway. TM will be designed in line with existing guidance and will consist of a single lane road closure with TTLs in operation. Where required, alternative NMU provisions/routes will be included in the TM setup, to minimise impact of the works on NMUs.

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

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

Assessment cumulative effects

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

A search of the Highland Council Planning Portal (Map Search) did not identify any approved and 'under consideration' planning applications within 300m of the scheme extents in the last year.

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.

A HRA was conducted as the scheme is located wholly within the Glen Etive and Glen Fyne SPA and no LSE of the works on the qualifying feature of the site were identified.

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) as it is situated wholly within the 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:

- The scheme entails replacement of existing VRS along the A82
- Construction activities are restricted to an area of 0.15ha along a 700m stretch of the A82.
- The works will be temporary, localised, and completed during day-time hours over 3 weeks.
- 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.
- 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 and nearby human receptors during the operational phase.

Location of the scheme:

- The scheme lies within the Glen Etive and Glen Fyne SPA. A HRA has been carried out and has concluded that works will not result in LSE on the qualifying feature.
- Although the scheme is located within the Ben Nevis and Glen Coe NSA, the works are minor in nature and will not change the visual character as the works predominantly involve a like-for-like replacement.
- There are no significant features of Cultural Heritage within the footprint of the works.
- The scheme will be located within the existing A82 road boundary and as such, no land take will be required.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- Mitigation measures working within/in proximity to deep peat soils will be in place.
- As the works will be limited to construction and maintenance of road drainage there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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