



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A82 South of Glencoe Village Resurfacing**

**Contents**

<b>Project Details .....</b>	<b>3</b>
Description.....	3
Location .....	3
<b>Description of local environment.....</b>	<b>4</b>
Air quality .....	4
Cultural heritage .....	5
Landscape and visual effects .....	5
Biodiversity .....	6
Geology and soils .....	7
Material assets and waste .....	7
Noise and vibration .....	8
Population and human health .....	8
Road drainage and the water environment.....	9
Climate .....	10
<b>Policies and plans .....</b>	<b>10</b>
<b>Description of main environmental impacts and proposed mitigation .....</b>	<b>11</b>
Air quality .....	11
Cultural Heritage.....	11
Landscape and visual effects .....	12
Biodiversity .....	13
Geology and soils .....	16
Material assets and waste .....	16
Noise and vibration .....	17
Population and human health .....	18
Road drainage and the water environment.....	18
Climate .....	19
Major Accidents and Disasters .....	20
Assessment of cumulative effects.....	20
<b>Assessments of the environmental effects .....</b>	<b>21</b>
<b>Statement of case in support of a Determination that a statutory EIA is not required.....</b>	<b>22</b>
<b>Annex A.....</b>	<b>24</b>

## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A82 carriageway approximately 400m south of the village of Glencoe. The works will consist of carriageway resurfacing and reinstatement of road markings throughout the full scheme extent. The scheme will take place over a length of approximately 430m, covering a total area of approximately 0.30ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course to various depths of up to 130mm;
- Lay new surface course;
- Roll surface and allow it to set;
- Mark out lining schedule on site; and
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The works are currently programmed to be completed within the 2023/2024 financial year (November 2023 to March 2024 inclusive). Works are expected to be completed over five days by utilising a daytime working pattern; however, changes in the programme may result in the need for night-works.

Traffic management (TM) will consist of single lane closures with temporary traffic lights and a 10-mph convoy. If the programme changes, this may result in amendments to the exact TM requirements.

### Location

The scheme is located on the A82 in the Highland Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 10757 58118
- Scheme End: NN 10555 58491

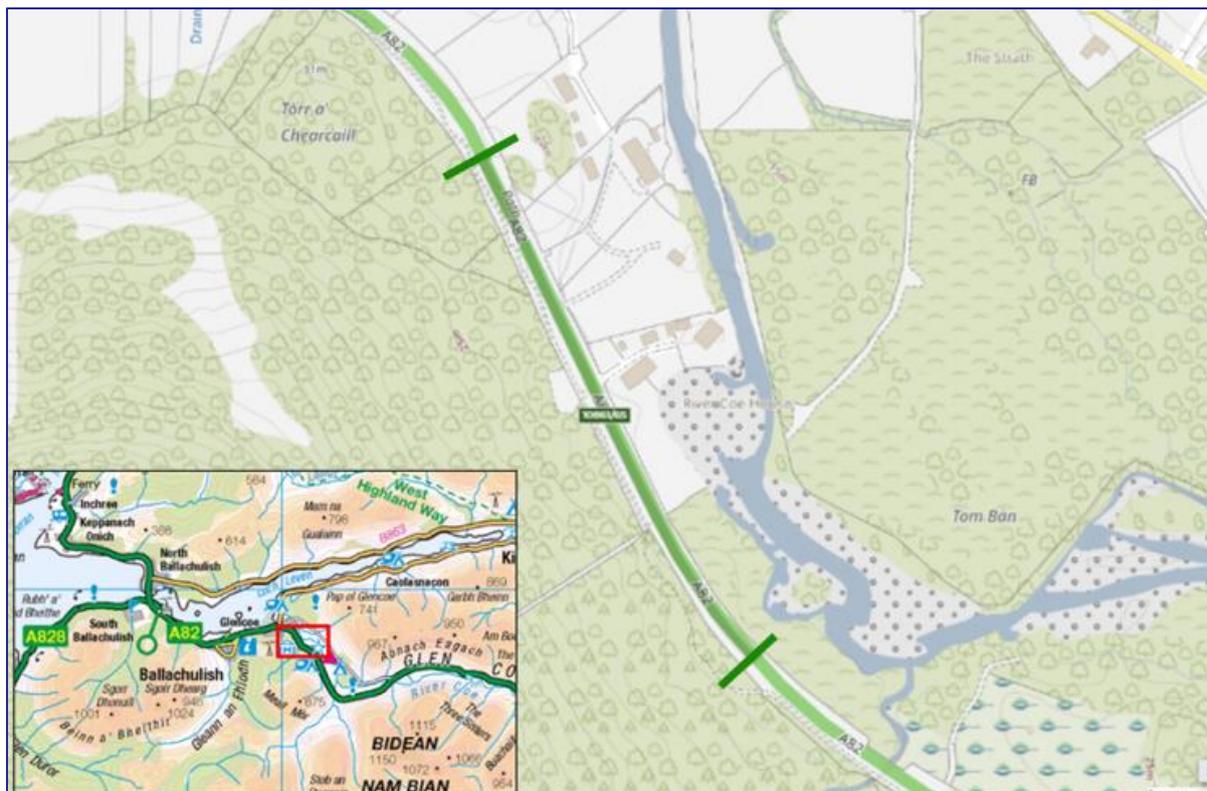


Figure 1. Location and scheme extent of the proposed resurfacing works at A82 South of Glencoe Village. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-103-36).

## Description of local environment

### Air quality

The scheme is not located within any [Air Quality Management Areas](#) (AQMA). The nearest air quality monitoring site to the scheme is located in Fort William, approximately 15km north of the scheme, which records local concentrations of Ozone (O<sub>3</sub>), Nitric oxide (NO<sub>2</sub>) and Nitrogen dioxide (NO). The levels at the time of the search were recorded as low ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A82 trunk road. Secondary sources are likely derived from day-to-day agricultural and urban activities.

## Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), there are several features listed on the Historic Environment Record (HER) and Canmore database within 300m of the scheme. The nearest of these is a Canmore National Record for a milestone which lies within the A82 southbound verge. All remaining records are set back at least 140m from the scheme extent.

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

## Landscape and visual effects

The scheme is located within Ben Nevis and Glen Coe National Scenic Area (NSA) ([Sitelink](#)). 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 Landscape Character Type (LCT) within the scheme extent is Lochs with Settled Edges (no. 234) ([Scottish Landscape Character Types](#)). The Lochs with Settled Edges LCT is characterised by:

- Flat landscape contained between steep loch sides and open water.
- Extensive agriculture and settlement confined within a narrow lochside fringe, whose foreshore is subject to tidal influence.
- Loch heads and river mouths that permit more extensive farming and built development, including housing and small industrial estates.

- Communications confined to narrow loch edges where shingly beaches, rocky headlands, wooded banks and marshy platforms form a diverse water's edge.
- Extensive tracts of oak-birch woodland climbing from the lochside up into the foothills, often engulfing the settled edge and providing an enclosed micro-landscape.
- Dense commercial forests descend to loch shore in some locations.
- Occasional policy grounds of big houses along the loch edge give rise to a proliferation of rhododendron and other ornamentals in some places, providing a lush and sheltered character.
- Linearly arranged crofting communities with vivid green croft fields contrast with the more subdued duller colours of surrounding hills.

The scheme is located on the A82 approximately 400m south of Glencoe which is an area that is popular with tourists and outdoor recreationists. Land use surrounding the scheme is largely dominated by a combination of grassland, woodland and urban development.

## Biodiversity

Glen Etive and Glen Fyne Special Protection Area (SPA) lies approximately 800m south of the scheme ([SiteLink](#)).

Glen Coe Special Area of Conservation (SAC) also lies approximately 800m south of the scheme ([SiteLink](#)).

The Carnach Wood Site of Special Scientific Interest (SSSI) lies approximately 7m west of the scheme at its nearest point ([SiteLink](#)).

The Glencoe National Nature Reserve (NNR) lies approximately 180m south of the scheme ([SiteLink](#)).

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

The NBN Atlas holds records of the following invasive non-native species (INNS) of plants (denoted by \*), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual, within 2km of the scheme using the same search criteria as above ([NBN Atlas](#)):

- Common ragwort (*Jacobaea vulgaris*)
- Creeping thistle (*Cirsium arvense*)
- Rhododendron (*Rhododendron ponticum*)\*
- Rosebay willowherb (*Chamerion angustifolium*)

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS or injurious weeds within 300m of the scheme.

Habitats beyond the northbound carriageway are dominated by extensive areas of mixed, mainly broadleaved woodland whilst those beyond the southbound carriageway consist of temperate shrub heathland, raised and blanket bogs, Atlantic parkland and agricultural grassland.

There are several areas of woodland listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme. These areas are all recorded as 'Ancient (of semi-natural origin'. The nearest area of AWI woodland lies approximately 7m west of the scheme ([Scotland's Environment](#)).

Habitat immediately surrounding the A82 carriageway is not considered likely to support protected species shelter due to the relatively sparse nature of tree cover. Proximity to the A82 carriageway would likely further deter this due to associated disturbance levels from traffic. As such, a field survey has not been undertaken, and a desktop study has been deemed sufficient for this assessment.

## Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or a geologically designated SSSI ([SiteLink](#)).

The bedrock underlying the scheme is comprised of Ballachulish Limestone Formation (pelite, calcareous) which is a metamorphic bedrock ([BGS GeoIndex](#)).

The superficial deposits underlying the scheme are comprised of Alluvium (clay, silt, sand and gravel) which are sedimentary deposits ([BGS GeoIndex](#)).

Soils within the scheme extent are recorded as mineral podzols ([Scotland's Soils](#)).

## Material assets and waste

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

- Asphaltic material.

- Road-marking paint.
- Bituminous emulsion bond coat.
- Milled in road studs.

Wastes are anticipated to be planings from the carriageway surface course, which will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WML/XS/2007080).

Investigations have confirmed that coal tar is not present within planings that will be removed from the scheme extent.

As the cost of the works is not expected to exceed £350,000, a site waste management plan (SWMP) is not required for this scheme.

## Noise and vibration

There are approximately 20 to 30 residential properties and holiday cottages which are located within 300m of the scheme. All of these properties lie beyond the southbound carriageway, with those nearest to the scheme lying approximately 20m from the scheme. Properties nearest to the scheme are afforded a degree of acoustic screening provided by ornamental garden hedging, whilst those further afield are screened by roadside tree shelterbelt where present.

Works are not located within a Candidate Noise Management Area (CNMA) ([Transportation Noise Action Plan](#)).

There is no noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)). However, given the rural nature of the area and the low Average Annual Daily Traffic (AADT) flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A82 trunk road. Secondary sources are likely derived from day-to-day agricultural and urban activities.

## Population and human health

There are approximately 20 to 30 residential properties and holiday cottages which are located within 300m of the scheme. All of these properties lie beyond the southbound carriageway, with those nearest to the scheme lying approximately 20m from the scheme. Properties nearest to the scheme are afforded a degree of

acoustic and visual screening provided by ornamental garden hedging, whilst those further afield are screened by roadside tree shelterbelt where present.

A section of core path (ID: 9787) runs parallel with the A82 northbound carriageway throughout the scheme extent (approximately 3m at its nearest point) ([Scotland's Environment](#)).

There are no National Cycle Network (NCN) routes ([OS Maps](#)) or 'walking routes listed on WalkHighlands ([WalkHighlands](#)) with connectivity to the scheme extents.

There are no paved pedestrian footpaths, bus stops, or other pedestrian facilities along the A82 within the scheme extent. One layby is located adjacent to the A82 northbound within the scheme extent. Street lighting is not present along this section of the A82.

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

The nearest traffic count point (ID: 760) on the A82 is located approximately 3km northwest of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2022 shows an Average Annual Daily Traffic (AADT) count of 5,427 motor vehicles, of which 245 (4.5%) were heavy goods vehicles ([Road traffic statistics](#)).

## Road drainage and the water environment

There are no watercourses (classified or unclassified) that are spanned by or culverted beneath the A82 within the scheme extent.

The River Coe (ID: 20325) lies to the east of the A82 and runs parallel with the trunk road throughout the scheme extent (approximately 20m at its nearest point). The River Coe is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'High' ([SEPA water classification hub](#)).

There are numerous unclassified surface waterbodies and drainage features that lie within 300m of the scheme.

The scheme falls within the 'Kinlochleven' groundwater body which was classified by SEPA in 2020 as having an overall status of 'Good' and is also a Drinking Water Protected Area (Ground) ([SEPA water classification hub](#)).

Several sections of the A82 at the northern scheme extent have a high risk of surface water flooding, which means that each year, these areas have a 10% chance of flooding ([SEPA Flood Map](#)).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

## Policies and plans

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

## Description of main environmental impacts and proposed mitigation

### Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere and increased prolonged vehicle and plant presence may result in higher-than-average emissions. 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.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning will 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.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains.

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

Although there are records of cultural heritage interest within 300m of the scheme extents, no connectivity between the works location and these features is present. In addition, construction of the A82 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. All works are confined to the upper engineered layers of the A82 carriageway and are restricted to replacement of like-for-like road surfacing material.

Therefore, the works do not include any alterations that would affect the historic and architectural character of the noted cultural heritage records or features, or would have the potential to expose any undiscovered features of cultural heritage.

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.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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**

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, proposed works will be restricted to like-for-like resurfacing of the A82 carriageway and will be carried out during daytime working hours over 5 days and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape, no change to the Special Qualities of the Ben Nevis and Glen Coe National Scenic Area are expected, and no consultations are required. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area will be appropriately reinstated following works.
- 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

During 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. Although the scheme lies approximately 800m north of the Glen Etive and Glen Fyne SPA, the Habitats Regulation Appraisal (HRA) assessment concluded that the works would not result in any likely significant effects (LSE) upon the qualifying features of these sites by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A82 trunk road, with only 'like-for-like' replacement of road surface being undertaken, which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SPA and the works are limited to the existing A82 carriageway boundary, and as such stay within engineered ground.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- Disturbance levels due to resurfacing works are unlikely to be significantly higher than disturbance due to normal traffic on the A82. Any birds in the area are likely to be habituated to existing levels of disturbance on the A82 due to traffic noise
- Works will not entail excavation or tree felling, therefore there will be no removal or destruction of potential habitat.
- Given the highly rural location of the scheme, it is anticipated that foraging birds would easily avoid the works area if any disturbance was created from noise as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- All works will be completed over 5 days by utilising daytime working pattern (negating requirement for artificial lighting).

- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

Although the scheme lies approximately 800m north of the Glen Coe SAC, all works are restricted to the A82 carriageway and will not entail excavation, tree felling, or other works within the SAC boundary. There is no direct connectivity between the scheme and the SAC and all of the qualifying features of the SAC are non-mobile in nature. No significant DPMEE sources will be introduced by the works, and standard pollution prevention measures will be in place during works. Therefore, the potential for construction dust deposition or pollution of the habitats of the Glen Coe SAC are considered unlikely. Due to these reasons, the works are not expected to result in LSE on the qualifying features of the Glen Coe SAC.

During 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. Although the scheme lies within the vicinity of the Carnach Wood SSSI and Glencoe NNR, works are not likely to have a significant impact upon either of these sites by virtue of the following factors:

- All works are restricted to made-ground within the A82 carriageway and will consist of like-for-like replacement of road surfacing material. Furthermore, the works do not entail any earthworks, tree felling, or other works within the SSSI boundary.
- No significant DPMEE sources will be introduced by the works, and standard pollution prevention measures will be in place during works. Therefore, the potential for construction dust deposition or pollution of the habitats of the Carnach Wood SSSI are considered unlikely.
- The works do not consist of any activities outlined in the 'Operations Requiring Consent' for the Carnach Woods SSSI ([SiteLink](#)).
- Works will be restricted to the trunk road and no works will be carried out within the boundary of the NNR. Moreover, works are restricted to 'like-for-like' replacement of road surface and will be carried out during daylight hours over 5 days, therefore no significant impacts to the NNR are expected.

All works will be restricted to the A82 carriageway surface and will not entail any verge working. There are also no earthworks associated with the scheme, 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, invasive native perennials, or injurious flowering plant species.

The nature of the works (short-term, daytime works) reduces the likelihood that predominantly nocturnal species will be encountered during works. The potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished due to location adjacent to the A82 carriageway.

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:

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works may take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of 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.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- Where possible, works should be carried out during daylight hours. If artificial lighting is required, it will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

## Geology and soils

Although resurfacing works include milling of the existing carriageway surface, construction activities are restricted to made ground within the carriageway boundary and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- 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.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.

- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and 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 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 noise and vibration impacts through the use of equipment and construction vehicles. The works are anticipated to take place during daylight hours; however, if the programme changes, there may be a requirement for night works. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice 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.
- 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.
- 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 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.
- A 'soft start' will be implemented on site each day to ensure that there is a gradual increase in noise.
- 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 local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Works will be carried out during daylight hours.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- 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.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

## Road drainage and the water environment

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding

waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident 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 in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

## Climate

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.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- 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 disposed at local landfill.

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.

## Major Accidents and Disasters

Several sections of the A82 at the northern scheme extent have a high risk of surface water flooding, which means that each year, these areas have a 10% chance of flooding.

Works are restricted to the made ground of the A82 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last 5 days. Traffic management will likely consist of lane closures with convoy. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

## Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Highland Council Planning Portal ([Map Search](#)) identified one planning application within 300m of the scheme (within the last 6 months):

- 23/02995/FUL Land 30M SE Of Strathview Upper Carnoch Glencoe – Erection of house – Under consideration.

There is potential for cumulative effects to arise from overlapping construction periods with this development. However, due to a number of factors – such as the distance of the development from the proposed scheme, and the timing and nature of the works and mitigation committed to for the proposed scheme (SEMP) – the assessment concluded that no significant cumulative effects are anticipated during the construction phase. No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

A search of the Scottish Roads Works Commissioner's 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. There are also no local authority road networks in proximity to the 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 traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR Scotland will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, 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, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or part in the Ben Nevis and Glen Coe National Scenic Area NSA, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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 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 total working area is less than 1 ha.
- Resurfacing works will be like-for-like in nature.
- The works will be temporary, localised and will be completed during daylight hours.
- No significant in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- Removal of the carriageway defects will provide this section of the A82 carriageway with an extended life cycle, and will significantly improve the ride quality which will result in safer conditions for road users.

### **Location of the scheme:**

- The HRA screening confirmed that the works will not result in LSE on the qualifying features of the Glen Etive and Glen Fyne SPA or Glen Coe SAC.
- Works will not have a significant impact on the Ben Nevis and Glen Coe National Scenic Area.

- Works will not have a significant impact on the Carnach Wood SSSI or Glencoe NNR.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- Any impacts to the local landscape during the construction phase will be minor, temporary and are not considered significant. In addition, no operational impacts are anticipated.

**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 during the operational phase.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The SEMP will include plans to address environmental incidents.
- As the works will be limited to the like-for-like replacement of the structural components, 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 are 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.



**TRANSPORT  
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2023

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk)

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at [info@transport.gov.scot](mailto:info@transport.gov.scot)

This document is also available on the Transport Scotland website: [www.transport.gov.scot](http://www.transport.gov.scot)

Published by Transport Scotland, November 2023

Follow us:



**transport.gov.scot**



**Scottish Government  
Riaghaltas na h-Alba  
gov.scot**