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Environmental Impact Assessment Record of Determination

A82 Beinn Odhar Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A82 carriageway approximately 3km north of Tyndrum. 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 1,404m, covering a total area of approximately 0.93ha.

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 (June 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) is still to be confirmed; however, it is anticipated that this will consist of single lane closures with 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 Argyll and Bute Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 32798 33204
- Scheme End: NN 32239 34137

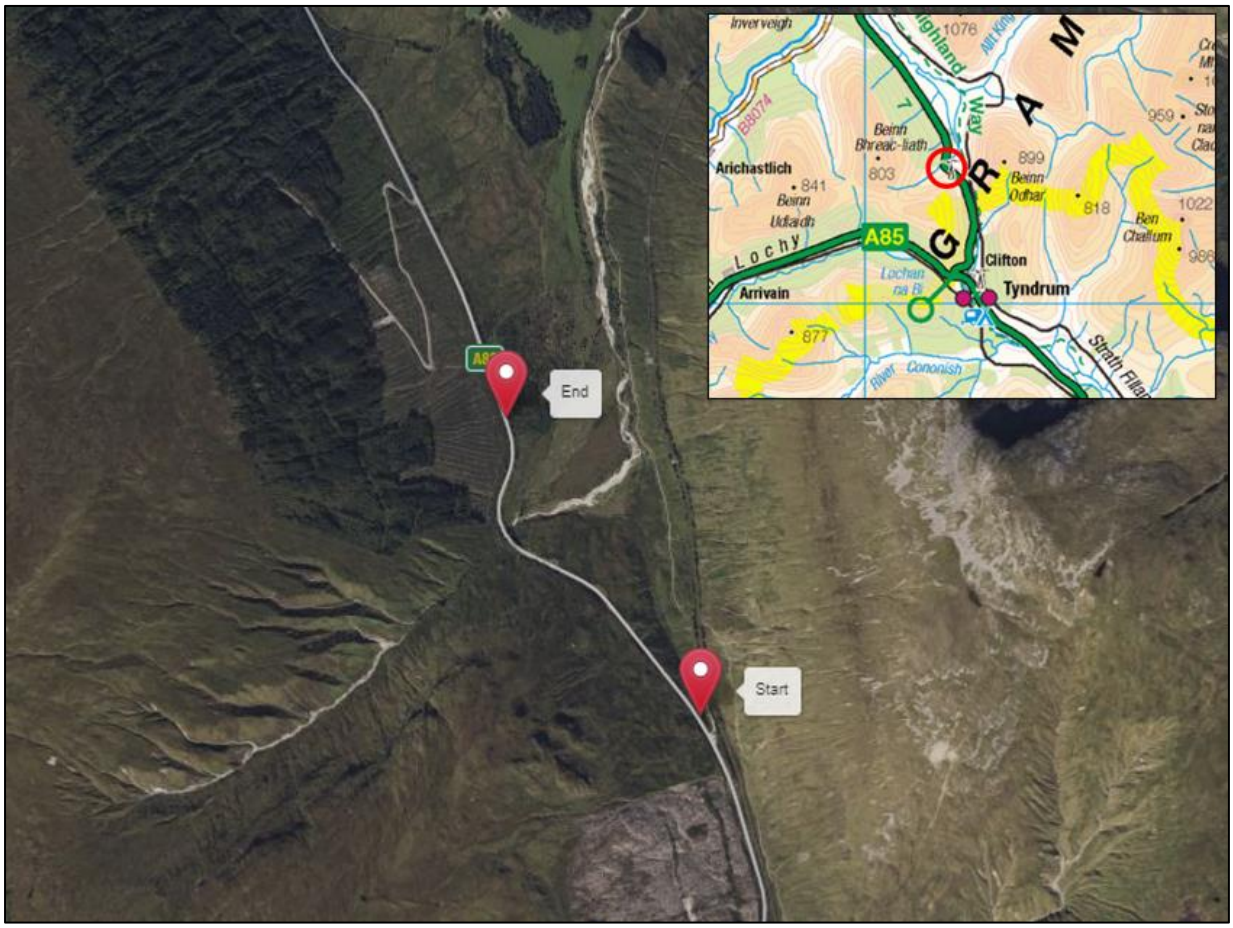

Figure 1. Location and scheme extent of the proposed resurfacing at A82 Beinn Odhar.

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Areas (AQMA). The nearest air quality monitoring site is located in Crieff, approximately 55km east of the scheme (Air Quality Scotland). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Crieff 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 associated with the A82 trunk road. The West Highland railway line (with associated land) forms a corridor to the east of the scheme (approximately 40m at its nearest point) therefore occasional train movement will also have an impact, however it is likely that train movements will be infrequent.

Cultural heritage

According to Historic Environment Scotland's PastMap (PastMap), there are several features listed on the Historic Environment Record (HER) and Canmore database which lie within 300m of the scheme. None of these features are located within the scheme extents, with the nearest record being a HER for "Desk-Based Assessment and Walkover Survey: Auch Estate (Areas 2, 3 And 4), Bridge Of Orchy, Argyll" which lies adjacent to the A82 northbound carriageway throughout the scheme extent. All remaining features are set back at least 20m 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).

There are no earthworks or significant excavations associated with the scheme and 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. Moreover, all works are restricted to the trunk road, with only 'like-for-like' replacement of road surface being undertaken. Therefore, the works do not include any alterations that would affect the historic and architectural character of the local area, or of any feature of cultural heritage interest within proximity.

As a result of the works taking place within the existing trunk road boundary, and due to lack of features within direct proximity, it has been determined that the proposed project does not have potential to cause direct or indirect impact to features of cultural heritage importance.

As such, the impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located on the A82 carriageway approximately 3km north of Tyndrum. Landscape surrounding the scheme is typically dominated by grasslands and heathlands, however there are some areas of coniferous forestry plantations in the vicinity.

The West Highland railway line (with associated land) forms a corridor to the east of the scheme (approximately 40m at its nearest point).

The scheme is not located within a National Park (NP) or National Scenic Area (NSA), however the northern boundary of the Loch Lomond and the Trossachs National Park (LLTNP) lies approximately 140m south of the scheme (Sitelink).

The Landscape Character Type (LCT) within the scheme extent is Rugged Mountains (no. 35) (Scottish Landscape Character Types). The Rugged Mountains LCT is characterised by:

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

Biodiversity

The scheme is not situated within nor has connectivity with a Statutory Designated Site e.g. Special Area of Conservation (SAC), Special Protection Area (SPA), biological SSSI, Ramsar, National Nature Reserve (NNR) etc. (SiteLink).

The NBN Atlas holds records of six 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 does not hold any records of invasive non-native species (INNS) as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA) within 2km of the scheme using the same search criteria as above. However, the following injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual, were recorded using the same search criteria:

- Common ragwort (*Jacobaea vulgaris*)
- Curled dock (*Rumex crispus*)
- Rosebay willowherb (*Chamaenerion angustifolium*)
- Spear thistle (*Cirsium vulgare*) (NBN Atlas).

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS, invasive native perennials or injurious weeds within 300m of the scheme. All works will be restricted to the A82 carriageway and will not entail any verge working; therefore, it is unlikely that any INNS, invasive native perennials or injurious weeds will be encountered.

Habitats surrounding the A82 are largely dominated by acid alpine, subalpine and extensive grasslands with some areas of temperate shrub heathland and raised and blanket bogs further afield. There are some areas of coniferous forest plantations in proximity to the scheme, however these are typically set back from the trunk road boundary (Scotland's Environment).

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

Considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished. As such, a field survey has not been undertaken, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

Part of the A82 spans the Allt Coire Chailein Site of Special Scientific Interest (SSSI) within the scheme extent. The SSSI is notified for the geological feature 'Fluvial Geomorphology of Scotland'. There are no negative pressures associated with this site and the site condition was last assessed as 'Favourable Maintained' in June 2006 (SiteLink).

The Allt Coire Chailein Geological Conservation Review Site (GCRS) falls within the same boundary area as the SSSI. Although the GCRS itself is not defined as a 'sensitive area', it is notified as an interest feature under the Allt Coire Chailein SSSI and therefore has statutory protection (SiteLink).

The site management objectives for the SSSI are:

- To maintain the physical and visual integrity of the system, including the links between its different elements of eroding headwater, slot gorges, fan and active channel.
- To allow the natural evolution of the catchment and its physical processes. These include episodic severe erosion in the headwaters, and channel change with riverbank erosion.
- To encourage and promote scientific study and educational interpretation of the geomorphological processes and the landforms that constitute the site (SiteLink).

There are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents (SiteLink).

A desktop study using the British Geological Survey Map (BGS GeoIndex) identifies the local geology type as the following:

Bedrock Geology:

- Auch Gleann Psammite Formation (Psammite) which is a metamorphic bedrock.
- Auch Gleann Psammite Formation (Quartzite) which is a sedimentary bedrock.
- North Britain Siluro-devonian Calc-alkaline Dyke Suite (Microgranite) which is an igneous bedrock.

Superficial Deposits:

- Till and Morainic Deposits (Diamicton, sand and gravel) which are sedimentary superficial deposits.

Soils within the scheme extent are recorded as peaty 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/2005400).

Investigations have confirmed that coal tar is not likely to be present within planings 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

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. Occasional train movement will also have an impact, however it is likely that train movements will be infrequent.

Population and human health

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

There are no National Cycle Network (NCN) routes (OS Maps), core paths (NatureScot) or walking routes listed on WalkHighlands (WalkHighlands) with connectivity to the scheme extents. A section of the West Highland Way walking route lies to the east of the scheme throughout the scheme extent (approximately 30m at its nearest point).

There are no paved pedestrian footpaths, bus stops, or other pedestrian facilities along the A82 within the scheme extent, however there are several laybys adjacent to both carriageways throughout the scheme extent. Street lighting is not present along this section of the A82.

This section of the A82 and the West Highland Way (including associated car parks/laybys), is popular with tourists and outdoor recreationists at this location.

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: 40764) on the A82 is located approximately 1.5km south of the scheme (Road traffic statistics). Vehicle count data taken from this point in 2021 shows an AADT count of 5,181 motor vehicles, of which 182 (3.51%) were heavy goods vehicles (Road traffic statistics).

Road drainage and the water environment

There are no waterbodies which have been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) within 300m of the scheme (SEPA water classification hub).

There are several unclassified watercourses (considered to be minor tributaries or drainage ditches) which are culverted beneath the A82 within the scheme extent. There are also numerous unclassified surface waterbodies/drainage ditches that lie within 300m of the scheme.

The scheme falls within the Upper Glen Coe' 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_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

Policies and plans

This Record of Determination 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).

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 A82 carriageway, consist of like-for-like resurfacing of the A82 carriageway, and will be carried out over 5 days on a rolling programme 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. 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 permission has not been granted. 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 has no connectivity with a European designated biodiversity site (Special Protection Area (SPA), Special Area of Conservation (SAC), Ramsar, biological SSSI, National Nature Reserve (NNR) or Local Nature Reserve (LNR) (SiteLink).

During road resurfacing works, 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.

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 works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted. All works with proximity of watercourses will adhere to best practice measures (see Road drainage and the Water Environment section below).
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- 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.

- Artificial lighting (if required) will also be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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

Geology and soils

Although a section of the A82 spans the Allt Coire Chailein SSSI and GCRS within the scheme extent, all works are restricted to made-ground within the A82 carriageway boundary and will consist of like-for-like replacement of road surfacing material. No soil excavation works are required as part of the scheme and the scheme does not include any operations listed under the ‘Operations Requiring Consent’ for the SSSI (Sitelink). Therefore, the works are not expected to result in significant impacts on the Allt Coire Chailein SSSI or GCRS and no consents are required.

With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- Site staff will be made aware of the location of the SSSI and GCRS, and there will be no storage of plant/materials or tracking of vehicles outwith made-ground within these areas.
- 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) shall be reinstated as much as is practicable.

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Pollution prevention and mitigation measures as outlined in the Road drainage and the water environment section below will be 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.
- Uncontaminated 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 works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will take place during daytime working hours and there are no residential or commercial receptors within 300m of the scheme. 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 vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. There are no residential or commercial properties within 300m of the scheme. 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 website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain 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 must be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays 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 Argyll and Bute Council Planning Portal (Map Search) confirmed that there are no planning applications within 300m of the scheme.

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. 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 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) and the scheme partially spans the Allt Coire Chailein SSSI and associated GCRS, 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.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in disturbance to protected species that may be present in the wider area.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No 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:

- Works will not have a significant impact on the Allt Coire Chailein SSSI or GCRS.
- 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.
- 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.
- The SEMP will include plans to address environmental incidents.
- 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.

- 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.

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