



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

**A82 Ballachulish to Onich -
Resurfacing**

**A82 East of Onich - Drainage
Improvements**

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and drainage improvements works on the A82 carriageway between North Ballachulish and Onich. These will be undertaken as separate schemes, however, will utilise the same traffic management and programming. As such, both schemes have been considered in this RoD.

Resurfacing works will consist of carriageway resurfacing and reinstatement of road markings over a length of 1838m, with a total works area of approximately 1.2ha. Resurfacing will involve milling out of the existing surface course, followed by laying and compacting of the new surface. Lining/studding may be carried out at a later date under mobile TM or lane closures.

Drainage improvement works will consist of the removal of approximately 100m of existing kerbing and four side entry drainage units. These will be replaced with a combined kerb drainage system, connected to the existing road drainage. Drainage pipes within the adjacent footway may also be replaced. The total works area for this scheme is approximately 0.084ha.

These schemes are currently programmed to be completed consecutively within the 2023/2024 financial year, however, works may be delayed into the first half of the 2024/2025 financial year (April 2024 to September 2024 inclusive). Drainage improvements will be completed first with a proposed start date of 18/09/2023, and a proposed duration of three weeks operating between the hours of 07:00 and 19:00. Resurfacing works are expected to commence on 15/10/2023 for a duration of ten nights, operating between the hours of 19:00 and 07:00. Changes in the programme may result in the need for changes to works' timings.

TM is still to be confirmed however it is anticipated that this will consist of a combination of single lane and full closures of the A82 carriageway. Single lane closures will be facilitated by temporary traffic lights, and full closures will be facilitated by a convoy within traffic amnesties. If the programme changes, this may result in amendments to the exact TM requirements.

Location

Both schemes are located on the A82 carriageway within the Highland Council region, between Onich and North Ballachulish.

The section of drainage improvement works is located within the wider area of resurfacing. As such, the area of works for both schemes will be referred to as the 'combined scheme area' for ease within this RoD.

The schemes have the following National Grid References (NGRs):

- A82 Ballachulish to Onich Resurfacing (Figure 1):
 - Scheme Start: NN 04530 61074
 - Scheme End: NN 02789 61462
- A82 East of Onich (Figure 2):
 - Scheme Start: NN 03967 61276
 - Scheme End: NN 04083 61221



Figure 1. Location and scheme extent of the proposed resurfacing works at A82 Ballachulish to Onich. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-106).

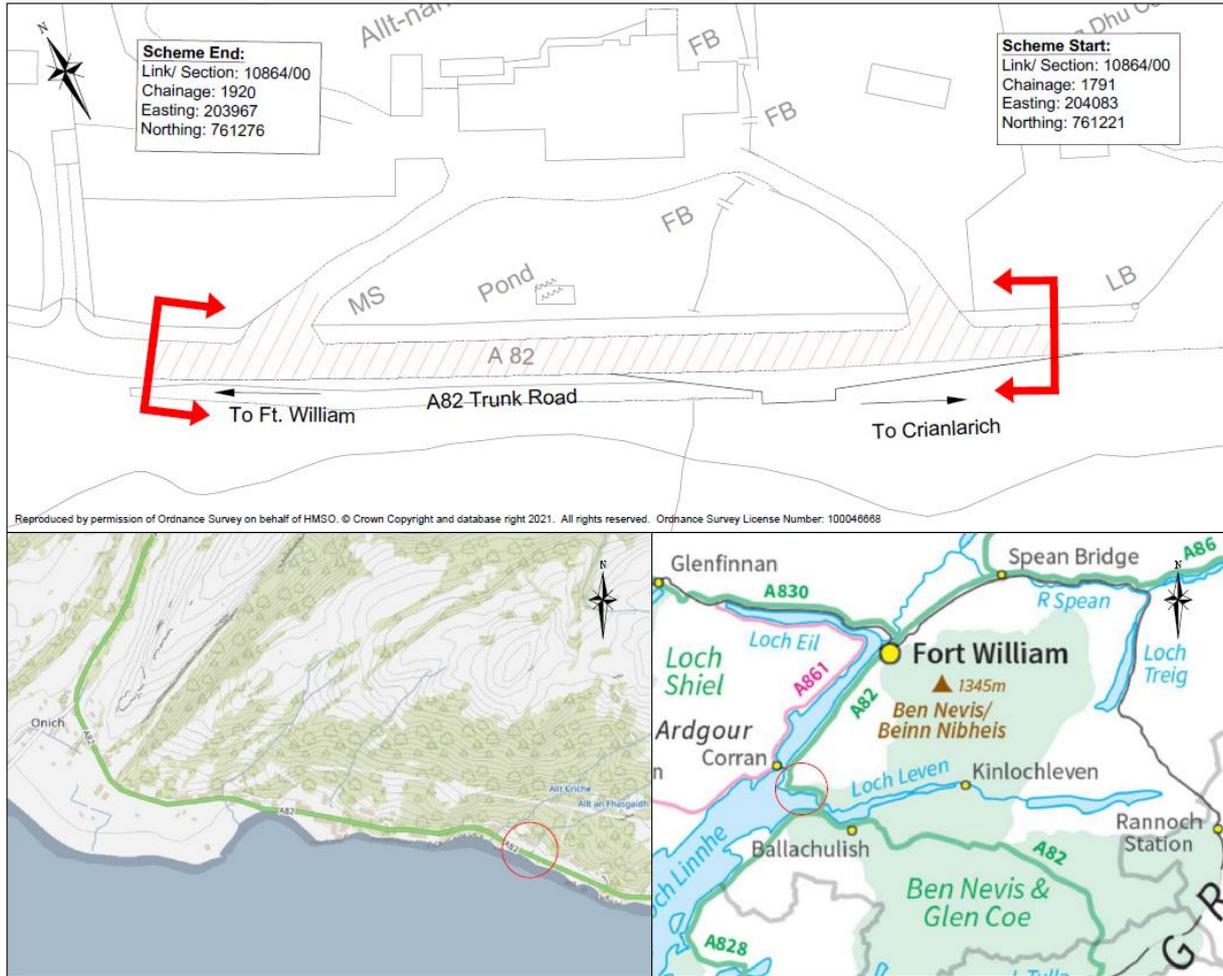


Figure 2. Location and scheme extent of the proposed drainage improvement works at A82 East of Onich. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0902-005).

Description of local environment

Air quality

The combined scheme area does not fall within any Air Quality Management Areas (AQMA) declared by the Highland Council ([Air Quality Scotland](#)). The [Fort William](#) air quality monitoring station is located approximately 16km north, which records local concentrations of Ozone (O₃), Nitric oxide (NO₂) and Nitrogen dioxide (NO). The levels at the time of the search were recorded as low. Due to the semi-rural nature of the scheme, pollution levels are considered to be lower than those recorded in Fort William.

The closest site registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases is within Fort William (Liberty Lochaber Aluminium Smelter), approximately 16km north of the combined scheme area.

Baseline air quality at the combined scheme location is likely to be primarily influenced by traffic along the A82 trunk road.

Cultural heritage

According to [PastMap](#), the following features of cultural heritage are recorded within 300m of the combined scheme area:

- One Category C Listed Building; Onich, Old Manse Garden Wall and Gatepiers (Former North Ballachulish Church of Scotland Manse); which is located 5m north of the A82 carriageway.
- Eight features recorded on the Canmore National Record (CNR) and Historic Environment Record (HER) databases, the closest of which (Fort William to Glencoe Military Road) pertains to the route of the A82 carriageway. No features within these recorded CNR/HERs have been assigned protected status.

There are no World Heritage Sites, Scheduled Monuments, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m.

Landscape and visual effects

The A82 carriageway within the combined scheme area is flanked on both sides by stretches of wooded shelterbelts. Loch Linnhe and its associated shoreline features are located to the south, and a row of properties, comprising both residential and commercial accommodation (such as B&Bs and hotels) are located to the north.

The combined scheme area lies entirely within the Ben Nevis and Glen Coe National Scenic Area (NSA) ([Sitelink](#)), which has the following Special Qualities:

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

The [Landscape Character Type](#) (LCT) within the combined scheme extent is recorded as 'Lochs with Settled Edges' (LCT No. 234), which has the following key characteristics:

- 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.

Biodiversity

Sections of the eastbound A82 carriageway within the combined scheme extent are located directly adjacent to the Onich to North Ballachulish Woods Special Area of Conservation (SAC) ([Site Code: 8637](#)). This SAC is designated for the following qualifying interests of woodland and upland habitat:

- Base-rich fens; latest condition assessed (2007) as favourable maintained.
- Mixed woodland on base-rich soils associated with rocky slopes; latest condition assessed (2008) as unfavourable declining.
- Western acidic oak woodland; latest condition assessed (2008) as unfavourable declining.

Invasive species are recorded as a negative pressure for all three qualifying interests listed above.

Sections of the eastbound A82 carriageway are located directly adjacent to the 'Onich to North Ballachulish Woods and Shore' Site of Special Scientific Interest (SSSI) ([Site Code: 10104](#)). This SSSI has been designated for the following qualifying interests:

- Alkaline fen; condition last assessed as favourable maintained (2007).
- Dalradian; condition last assessed as unfavourable declining (2022).
- Upland mixed ash woodland; condition last assessed as unfavourable declining (2008).
- Upland oak woodland; condition last assessed as unfavourable declining (2008).

Several areas of woodland listed on the Ancient Woodland Inventory (AWI) as 'Ancient (of semi-natural origin)' are located adjacent to the eastbound carriageway within the scheme extent ([NatureScot](#)).

The following invasive species of plant and injurious weeds (as denoted by *) have been recorded on the NBN Atlas under the same criteria:

- Curled dock (*Rumex crispus*)*
- Creeping thistle (*Cirsium arvense*)*
- Common ragwort (*Jacobaea vulgaris*)*
- Rhododendron (*Rhododendron ponticum*)
- Spear thistle (*Cirsium vulgare*)*

The closest invasive and/or injurious plant growth is recorded 1.4km southeast of the A82 carriageway. No invasive non-native species (INNS) of plants have been

recorded by NBN on the A82 carriageway verges within the scheme extent. Transport Scotland's Asset Management Performance System (AMPS) has no record on invasive or injurious plant species within the combined scheme area.

Habitats surrounding the combined scheme area comprise coastal shoreline and brackish/transitional waters to the south (as provided by Loch Linnhe) and large areas of woodland to the north. Areas of scrub are located along the shoreline, adjacent to the westbound carriageway.

Considering the lack of habitat diversity within the trunk road boundary and the moderate traffic density at the combined scheme extent, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. As such, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The A82 is located directly adjacent to the Onich to North Ballachulish Woods and Shore SSSI at some sections of the wider resurfacing scheme. The area of drainage improvement works are located 15m north of this SSSI at its closest point. Dalradian, an earth science feature, is a qualifying interest of this site. A Geological Conservation Review Site (GCRS) associated with this SSSI is located on the shoreline of Loch Linnhe for the full scheme extent, directly adjacent to the westbound carriageway for the majority of the combined scheme extent ([SiteLink](#)).

Bedrock within the combined scheme extent is comprised primarily of 'Appin Phyllite and Limestone Formation' (Phyllitic semipelite and quartzite), and 'Ballachulish Slate Formation' (pelite, graphitic), which are both metamorphic bedrock types. Strips of the igneous bedrock 'North Britain Siluro-devonian Calc-alkaline Dyke Suite' (lamprophyres) bisect the A82 carriageway within the scheme extents. Superficial deposits are recorded as 'Raised Marine Deposits' (Devensian - gravel, sand and silt), which are sedimentary superficial deposits ([BGS GeoIndex](#)).

Soils within the combined scheme extent are recorded as brown earths ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and improve drainage. Materials used in both schemes will consist of:

- Asphaltic material.

- Bituminous Macadam (Surface / Binder Course).
- Road-marking paint.
- Bituminous emulsion bond coat.
- Road studs.
- Combined kerb drainage units.
- Drainage pipes..
- Concrete for kerbing and pipes
- Type 1 sub-base.

Wastes are anticipated to be planings from the carriageway and footway surface course, excavated material that cannot be reused on site, and old kerbing, side entry drainage units and associated pipes.

Planings 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 will be 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.

A Site Waste Management Plan (SWMP) is not required for either scheme.

Investigations undertaken on the A82 confirmed coal tar absence within the scheme extent.

Noise and vibration

The combined scheme lies on a semi-rural stretch of the A82 carriageway between North Ballachulish and Onich and is flanked by properties (residential and commercial) for the full extent. The closest of these are located less than 10m from the carriageway, and the majority are afforded little to no visual screening from the A82 carriageway.

The works do not fall within a Candidate Noise Management Area (CNMA), as defined by the Transportation Noise Action Plan (Road Maps) ([Transportation Noise Action Plan \(TNAP\)](#)).

Scotland's strategic noise map does not hold any modelled noise data for the A82 carriageway at the combined scheme extent ([Scotland's Noise](#)). Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 trunk road.

Population and human health

Residential properties flank the A82 carriageway for the full combined scheme extent, some of which are located less than 10m away. Access to the majority of these properties is gained from the A82 carriageway within the combined scheme extent.

Nether Lochaber Parish Church and Village Hall (and associated car park) are located adjacent to the eastbound carriageway and accessed from the A82 within the scheme extents.

Two bus stops and one parking layby (also featuring a bus-stop) are located within the scheme extents, on both the eastbound and westbound carriageways.

A paved footway/cycleway (combined) is located immediately adjacent to the eastbound A82 carriageway for the full combined scheme extent. This cycleway facilitates the National Cycle Network Route 78 (The Caledonia Way) ([SusTrans](#)) throughout scheme extent. There are no Core Paths ([Scotland's Environment](#)) or walking routes as listed on [WalkHighlands](#) within the scheme extents.

TM will consist of a combination of single lane and full carriageway closures. Single lane closures will be facilitated by temporary traffic lights, and full carriageway closures will be facilitated by traffic amnesties. Access to the adjacent paved footway may be disrupted due to presence of works (particularly within areas of drainage improvements), however TM will be arranged as such that non-motorised users (NMUs) will have full access through/around the area of works as required.

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 estimated Average Annual Daily Flow (AADF) in 2022 for the A82 carriageway at Onich (300m west of the combined scheme) accounted for 6,812 vehicles, 6.8% of which were heavy goods vehicles (HGVs) ([Road traffic statistics](#)).

Road drainage and the water environment

The A82 carriageway within the combined scheme lies approximately 5m north of Loch Linnhe (South) (ID: 200081), a transitional 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 'good' overall status ([SEPA Water Environment Hub](#)).

Approximately five minor, unclassified waterbodies (potentially field drains) are culverted below the A82 carriageway within the combined scheme extent, all outflowing into Loch Linnhe.

The scheme falls within the Kinlochleven groundwater body, which has been classified by SEPA in 2020 as having 'Good' overall condition ([SEPA water classification hub](#)). Kinlochleven groundwater body is also designated as a [Drinking Water Protected Area](#) (Ground).

Some small sections of the A82 carriageway within the combined scheme extent are recorded as being at high risk (10% chance of flooding each year) of surface water flooding ([SEPA Flood Map](#)). In addition, a high risk of coastal flooding exists along the shore of Loch Linnhe.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO₂ 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. 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.

- 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 scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works.
- 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.
- Activities involving cutting/planing out 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.

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

Cultural heritage

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 (including paved verges) and are restricted to replacement of drainage components and 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 shall 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 shall, 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 shall be reduced as much as is reasonably practicable and ideally be limited to access on foot. There shall 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

The scheme is located within Ben Nevis and Glen Coe NSA. Works will be restricted to the like-for-like replacement of surfacing on the A82 carriageway, and localised drainage and kerbing improvements associated with a section of the carriageway. These works will not result in any change to the special qualities of the NSA. No consultation is required.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape.

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and machinery. Proposed works will be restricted to the A82 carriageway and will be carried out in two consecutive phases over five weeks (combined). 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 temporary adverse 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

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.

The combined scheme is located adjacent to both the 'Onich to North Ballachulish Woods' SAC and the 'Onich to North Ballachulish Woods and Shore' SSSI, which have been designated for a combination of qualifying interests comprising earth sciences, woodland, and upland habitat. Invasive species are recorded as a negative pressure for these qualifying interests.

A Habitats Regulations Appraisal was undertaken for Onich to North Ballachulish Woods' SAC and concluded that the works do not have potential to result in Likely Significant Effects (LSE) on this SAC, based on the following factors:

- The SAC lies directly adjacent to the several sections of the eastbound A82 carriageway within the combined scheme extent. Works will be restricted to the existing made ground of the A82 carriageway, and no works are required within any part of the SAC. There is no requirement for land take or site clearance from within the SAC.

- Invasive species are recorded as a negative pressure for all three qualifying interests. No growths of invasive or injurious plant species have been recorded on the A82 verges within the scheme extent. Furthermore, there are no major earthworks or vegetation clearance 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. As standard, practices to identify and mitigate spread of INNS will be adhered to.
- 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.

No impacts to the associated SSSI are predicted, based on the same above reasoning.

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 construction works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.
- 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 will 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 as far as is reasonably practicable.
- Operatives will remain within the carriageway boundary and the adjacent paved footway and will not be required to enter areas of INNS. The BEAR Scotland Environmental Team will provide further advice as required.

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 located adjacent to the Onich to North Ballachulish Woods and Shore SSSI, of which Dalradian, an earth science feature, is a qualifying interest. A GCRS associated with this SSSI is located on the shoreline of Loch Linnhe for the full scheme extent, directly adjacent to the westbound carriageway at some sections.

Due to the localised nature of the scheme adjacent within the already engineered layers of the established A82 carriageway, and restriction to the upper layers of soil, any impact is not considered likely to be significant. No change to the features of the SSSI or the GCRS are predicted. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low.

All works are confined to the A82 carriageway and are restricted to like-for-like replacement of the road surfacing material. No earthworks are expected as part of these works and as such The following measures will be applied to on site:

- 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.
- The extent of exposed soil/material and duration of exposure will be kept to the minimum required for the works.

- Excavated soils/materials will be re-used on site as far as is reasonably practicable.
- 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.
- 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 are anticipated to take place overnight and daytime working, and several sensitive receptors have been recorded within 300m of the scheme. The proposed scheme is anticipated to result in temporary adverse noise impacts during the construction programme. 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.
- Residents within 300m of the scheme will be notified in advance of the works, likely by a letter drop. This notification will include details of proposed nature, timings and duration of the works.
- The Environmental Health Officers (EHO) from Highland Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed as early in the nightly schedule as possible, where reasonably practicable.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant, machinery and vehicles will be switched off when not in use.

- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

TM will consist of a combination of single lane and full road closures. Vehicle users of the A82 carriageway during the construction period are likely to experience delays due to traffic restrictions, and access to local properties will be impacted. Non-motorised use (NMU) of the adjacent paved footway/cycleway may be disrupted due to presence of works, however TM will be arranged as such that NMUs will have full access through/around the area of works as required.

Works will be restricted to the A82 trunk road carriageway (including verges). The works will be of relatively short duration (five weeks) 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:

- Notification will be issued to local residents prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as far as is reasonably practicable.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site. However, works will be carried out during night-time working hours when it is expected that pedestrian footfall will be low.
- 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 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

There is potential for temporary impacts on the water environment during construction. 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) during works have the potential to result in direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- All hazardous material stored on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements for safe storage.
- Storage of hazardous material, oil and fuel containers shall 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 shall 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 banded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, it is anticipated that effects on the water environment effects associated with the proposed works are unlikely to be significant. In addition, amendments to road drainage at this location will result in reduced potential for flooding events. 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

Areas within and adjacent to the A82 carriageway at the works location have a high risk of coastal and 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 approximately four to five weeks in total. TM is still to be confirmed however it is anticipated that this will consist of a combination of single lane and full closures of the A82 carriageway.

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 of cumulative effects

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect. A search of the Highland Council Planning Portal ([Map Search](#)) identified no approved planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has not identified any other nearby schemes currently programmed to be undertaken at the same time as these proposed works.

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.

The two schemes considered within this RoD will occur consecutively, and will involve a combination of single lane and full road closures. Full road closures will only be in place as required, with single lane closures being utilised for the majority of the total works period. 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.

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

These schemes are relevant projects in terms of section 55A(16) of the Roads (Scotland) Act 1984 as they are projects 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) exceed 1ha in area, and are located wholly with a 'sensitive area'.

These projects have 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 for either project.

These projects will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The total working area is restricted to the 1.2ha of existing carriageway.
- Works are restricted to drainage improvements and the like-for-like replacement of worn road surface, with all works restricted to made-ground on the A82 carriageway surface (including paved verges).
- Full road closures will be temporary, localised, and utilised during night-time hours, when the traffic count is at its lowest levels.
- 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 significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No in-combination effects have been identified.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The risk of major accidents or disasters is considered to be low.
- By improving drainage and removing the carriageway defects this will provide these parts of the A82 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- Works will not result in any residual visual change, and as such will have no change to the local landscape.
- The works will not result in any change to the qualifying features of the NSA, or the nearby SSSI or GCRS.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- 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 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.
- The HRA concluded that the works do not have potential to result in LSE on the SAC.
- 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 resurfacing 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.
- Drainage improvements will likely result in improved drainage capability of sections of the A82 carriageway at this location, further reducing the risk of major accidents/disasters associated with flooding.
- 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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Published by Transport Scotland, September 2023

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