



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 Glencoe Village Street Lighting Refurbishment – Phase 2

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Project Details

Description

The proposed scheme consists of street lighting refurbishment in the village of Glen Coe. Works will consist of the installation of 26 new lighting columns along a 900m stretch of the A82, and includes the following works:

- Minor vegetation and tree trimming,
- Digging new column holes and track for new cable and ducting routes,
- Laying ducting and cable in ground for columns and signs,
- Installing new proposed columns (19no. 10m columns and 7no. 8m columns), lanterns and cut-outs,
- Installing new sign poles, lights and signs,
- Connecting new circuits and test,
- Removing existing columns and sign poles

Proposed works are anticipated to last 8 to 10 weeks and would be undertaken during the hours of 19:00 – 06:00, Sunday to Thursday. Traffic management will consist of a night-time lane closure with temporary traffic lights, as the works will be concentrated on the road verges. Works are expected to be undertaken in summer 2022.

Location

The scheme is located in the village of Glen Coe, approximately 15km south of Fort William. The A82 carriageway within the scheme extents is located directly adjacent to Loch Leven (Figure 1).



Figure 1. Location of the scheme

Description of local environment

Air quality

The project is not located within an Air Quality Management Area (AQMA) ([Air Quality Scotland](#)). No air quality monitoring stations are located in the vicinity of the proposed scheme ([Air Quality Scotland](#)). The nearest air quality monitoring site to the scheme is located in Fort William, approximately 16km north of the scheme ([Air Quality Scotland](#)). At the time of writing, this monitoring station recorded an air pollution level of 'Low' ([Air Quality Scotland](#)).

Air quality within the scheme extent is likely to be primarily influenced by road traffic in the area and anthropogenic activities within Glen Coe.

Cultural heritage

There are no cultural heritage assets located within the footprint of the proposed scheme. There are multiple cultural heritage assets recorded on the Historic Environment Scotland and Canmore database located within 300m of the scheme and the following designated cultural heritage assets ([PastMap](#)):

- Tom Beag, Inclined Plane, Ballachulish, scheduled monument, 15m from works location
- Ballachulish Rudha Na Glas-Lice Loch Leven Slate, Category B listed, 70m from works location
- Cnocan Dubg, Fort, Ballachulish, scheduled monument, 240m from works location

Landscape and visual effects

The scheme is located within 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) of the proposed works area is Lochs with Settled Edges (no. 234) ([NatureScot National Landscape Character Assessment](#)), 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 microlandscape.
- 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

Carnach Wood Site of Special Scientific Interests (SSSI) ([SiteLink](#)) is located directly adjacent to the southbound A82 carriageway in the central part of the proposed scheme. This SSSI is designated for biological features such as:

- Woodland: wet woodland (last assessed as 'Unfavourable declining' in 2017),
- Invertebrates: flies (last assessed as 'Favourable maintained' in 2015).

The site comprises an ash-alder *Fraxinus-Alnus* wood which has developed on basic, flushed soils on a steep, north-facing hillside. Carnach Wood SSSI supports a good range of invertebrate species characteristic of wet woodland; but it is the unusually diverse population of flies, especially craneflies which are of special interest.

There are parcels of woodland located directly adjacent to the proposed scheme and recorded on the Ancient Woodland Inventory of Scotland as 'Ancient (of semi-natural origin)' ([Scotland's Environment](#)).

The following Invasive Non-Native Species (INNS) ([NBN Atlas](#), [BSBI Atlas](#)) and injurious weeds have been recorded within 2 km of the proposed scheme in the past 10 years:

- Rhododendron (*Rhododendron ponticus*)
- Japanese knotweed (*Reynoutria japonica*)
- Broad-leaved dock (*Rumex obtusifolius*)
- Curled dock (*Rumex crispus*)
- Common ragwort (*Senecio jacobea*)
- Rosebay willowherb (*Chamerion angustifolium*)
- Spear thistle (*Cirsium vulgare*)
- Creeping thistle (*Cirsium arvense*)
- Field horsetail (*Equisetum arvense*)

The habitat surrounding the scheme is a mosaic of broad-leaved deciduous woodland and non-riverine woodland with birch, aspen or rowan, with small parcels of alpine, subalpine and extensive grasslands ([Scotland's Environment](#)).

A site survey was carried out by BEAR NW Environment Team on 29th of June 2022 within the proposed scheme extents, to assess ecological constraints within 200m (where access allowed) of planned lighting installation works between Glencoe and Ballachulish. Surveyors surveyed for signs of protected species and incidental

sightings of any other species or INNS. Most terrain was accessible, however a section of the shore at the residential property known as The View and at the Glencoe Boat Club could not be accessed as this was private property. In addition, a shed at each of these sites appeared to have roosting bat potential but could not be properly inspected.

The area surrounding the scheme is dominated by Loch Leven directly to the north, mostly separated from the trunk road by a woody margin of birches, willows, and alders. The land directly south of the road had a number of residential properties with a large tract of woodland beyond. The shoreside was traversable on foot apart from the above noted difficulties in accessing the shore by certain private properties.

Invasive Non-Native Plant Species (INNS)

A large amount of Rhododendron is present along the northern margin of woodland on site. Several plants were also observed south of the trunk road, however due to the location of works these were deemed of negligible importance and were not recorded ([INNS Locations](#)).

A large band of mixed Rhododendron and Montbretia was found around the middle of the scheme, approximately 100m in length.

One instance of fox-and-cubs (*Pilosella aurantiaca*), one instance of yellow archangel (*Lamium galeobdolon* sp. *Argentatum*) and two unknown species of Cotoneaster were observed on site.

Otters

No resting places or other signs of otters were observed. Shoreline around the western end of the scheme was generally unsuitable for otter resting places as the dense slate rock of the shore provided no structure or gaps for resting places.

The shoreline around the centre and eastern end of the scheme was supported by a band of rock armour stretching for several hundred metres. This rock armour was inspected from above and below however due to its layout it could not be inspected in depth. The lower parts of the rock armour appeared to be tidally flooded with brackish water and therefore unsuitable for resting places. It is possible that crevices higher up in the armour may exist however it would not be possible to inspect all of these without intense use of an endoscope. No feeding signs, spraints, or tracks were observed along this part of the shore and as such it was thought that there are no currently active otter resting places present in this area.

Bats

Structures identified as having roosting bat potential were located on private land, therefore could not be properly inspected as assessments were carried out from the footpath adjacent to the trunk road. Two buildings with roosting bat potential were identified. Both buildings are assessed as having low winter hibernation potential and low to moderate summer roosting potential, however accurate assessment would require closer inspection, as it is difficult provide a wider assessment from a distance.

Trees on site were dominated by slim-trunked semi-mature willows, birches, and alders. No mature hardwoods were observed within the proposed works area, and no trees with bat roosting potential were observed within the survey area.

Birds

During the site survey a large number of birds were observed, including a mix of passerines, corvids, and larids. Birds were frequently observed foraging on the tidal flats near the eastern end of the scheme.

A large amount of suitable habitat for nesting and foraging birds is present on site due to the extensive tree cover adjacent to the road. Trees in the vicinity of the proposed scheme may provide suitable habitat for nesting birds during the breeding bird season (between March to August inclusive), although no specific signs or evidence of nesting was observed on site.

Geology and soils

The scheme is not located within a Geological Conservation Review Site (GCRS) ([NatureScot SiteLink](#)). The scheme is located within Lochaber Geopark, which includes many geological features of international, national and regional interest and importance ([Google Maps](#)).

Bedrock geology within the proposed scheme extents is recorded as Ballachulish Slate Formation - Pelite, Graphitic and Ballachulish Limestone Formation – Pelite, Calcareous which are metamorphic bedrock. Superficial geology within the scheme extent is recorded as Raised Beach Deposits, 1 - Gravel, Sand and Silt ([British Geological Survey Maps](#)).

Soils within the scheme extents are recorded as brown soils ([Scotland's Environment Soils](#)).

Material assets and waste

The proposed works are required to replace the existing street lighting along with additional supporting infrastructure. Materials used will consist of:

- Passive safe lighting columns
- LED Lanterns
- Cable
- Concrete
- Ducting

Wastes are anticipated to be existing columns and sign poles. Excavated material from trenching is to be reused on site.

Noise and vibration

There are no designated Candidate Noise Management Areas (CNMAs) or Candidate Quiet Areas (CQAs) within proximity to the works location ([Scottish noise maps](#)). The existing noise climate is likely to be influenced by the traffic on the existing surrounding infrastructure and anthropogenic activities in the surrounding area.

Population and human health

The scheme lies within the village of Glen Coe. There are multiple residential and commercial properties within 300m of the proposed scheme, with the closest residential properties located approximately 10m from the A82 carriageway.

There are no National Cycle Network (NCN) Routes within the footprint of the proposed scheme ([OS Maps](#)).

One core path, Kentallen - Ballachulish Bridge – Glencoe Village (ID: 4533) runs along the A82 on the opposite side from the planned works ([Scotland's Environment](#)). The following core paths are located in the proximity of the proposed scheme:

- Ballachulish Visitor Centre – Harbour – Eilean Munde Viewpoint (ID: 24296)
- Ballachulish Quarry (ID: 15972)

The closest traffic count point (ID: 760) is located approximately 700m west of the scheme extents. In 2020, the number of vehicles recorded at this count point was

3,979, of which 202 were heavy goods vehicles. It should be noted that due to the COVID-19 pandemic, the average annual daily flow (AADF) was lower in 2020 than 2019. In 2019, an AADF of 5,816 was recorded, of which 240 were heavy goods vehicles ([Road traffic statistics](#)).

Works will take place outwith the carriageway boundary, however traffic management will be required to allow safe access to the site. Traffic management will consist of night-time lane closures with temporary traffic lights.

Road drainage and the water environment

The scheme is located within a Drinking Water Protected Area (Ground) ([Scottish Government](#)): Kinlochleven (ID: 150684) groundwater waterbody ([SEPA](#)). This groundwater waterbody was classified by SEPA in 2020 as having an overall status of “Good”.

The scheme is directly adjacent to the Loch Leven (ID: 200080), which is a coastal waterbody in the Scotland river basin district and was classified by SEPA as having overall status of ‘Good’ in 2020 ([SEPA](#)).

Loch Leven has a high potential of flooding (each year this area has a 10% chance of flooding). There is also high likelihood of surface water flooding within the scheme extents ([SEPA Flood Maps](#)).

Climate

The Climate Change (Scotland) Act 2009 creates mandatory climate change targets to reduce Scotland’s greenhouse gas emissions. BEAR Scotland has a Carbon Management Policy in place with the core aim of reducing the carbon footprint which is measured and reported annually.

Policies and plans

- The Climate Change (Scotland) Act 2009
- Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR)
- Control of Substances Hazardous to Health (COSHH) Regulations 2002 (as amended)
- Roads (Scotland) Act 1984
- The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017
- Environmental Protection Act 1990

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, given the scale and duration of the works, and the following mitigation measures, the likelihood of significant impacts on air quality is considered to be low.

- All plant, machinery and vehicles associated with the scheme must be maintained to the appropriate standards. All plant, machinery and vehicles must be switched off when not in use.
- Material stockpiles will be reduced as much as 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 should 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 Record of Determination (RoD).

Cultural heritage

Although one Scheduled Monument is located 15m south of the proposed scheme, proposed works are not anticipated to have negative impacts on cultural heritage as works will be restricted to made ground within the verge of the A82. The following good practice measures will be in place to reduce the risk of impacts to known and unknown features of cultural heritage interest:

- There will be no encroachment onto the Scheduled Monument area. Unnecessary encroachment onto designated cultural heritage areas will not be tolerated.
- All site personnel are to be briefed on the importance of archaeological finds and are instructed, as part of the site induction, to inform the site supervisor where potential finds are made.
- People, plant, and materials should, 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 should be

reduced as much as is reasonably practicable and ideally be limited to access on foot.

- There should 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.

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

Landscape and visual effects

There is potential for minor, temporary visual impacts to Ben Nevis and Glen Coe National Scenic Area during the construction phase as a result of littering, or obstructed views due to vehicles and machinery. However, proposed works will be restricted to the road verges of the A82 and land use will not change as a result of the works. Operational components of the proposed scheme would be the 26 new streetlighting columns. Consultation with NatureScot has been undertaken regarding the location of the scheme within the Ben Nevis and Glencoe National Scenic Area. NatureScot confirmed that the works are unlikely to affect the special qualities of the National Scenic Area.

The following mitigation measures will be put in place:

- Throughout all stages of the works, the site must 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 and site compound location will be appropriately reinstated following works.
- Works are to avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- The site will be left clean and tidy following construction.
- Where applicable, upon completion of the works, any damage to the local landscape should be reinstated as much as is practicable.

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 proposed scheme has the potential to have a temporary adverse impact on biodiversity in the area as a result of increased vehicle presence, noise disturbance and the risk of INNS spreading.

Although INNS are present in high numbers on site, there will be no removal of excavated material off site. Therefore, this issue can be mitigated through inclusion of a standard INNS toolbox talk and appropriate biosecurity measures in the SEMP. Although two potential bat roost structures were identified during a site survey, the duration of works in proximity to these structures is limited and the anticipated noise disturbance of the works is lower than the background traffic noise. The site survey also identified trees in proximity to the scheme which may provide suitable habitat for nesting birds, as such, breeding bird checks should be carried out prior to works commencing.

Pollution controls and good practice measures to reduce impacts of works will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A82 and anthropogenic activities within Glen Coe village. The following mitigation measures will be put in place:

- Site personnel should remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works should temporarily halt until the species has sufficiently moved on. Any sightings of protected species should be reported to the BEAR Scotland Environmental Team.
- All construction operatives are to be briefed through toolbox talks prior to works commencing. The toolbox talks provide information of the legislation, general ecology, and best practice measures for relevant protected / invasive non-native species.
- Works are to be strictly limited to areas required for access and streetlighting works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- 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 must be provided, allowing free passage for mammals and preventing entrapment.
- 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.

- The proposed works are not permitted to disturb or operate within the immediate proximity (i.e. within 7m) of any INNS. If INNS are identified on site that are required to be disturbed by the proposed works, then contact should first be made with BEAR Scotland's Environmental Team for advice on proceeding.
- Any equipment, machinery, vehicles, or footwear that has had contact with INNS must be washed down and inspected prior to leaving site to ensure no INNS material leaves site.
- If bats are observed flying around during the day, works are to stop and BEAR NW Environment Team will be consulted. Works will not recommence until advised by an appropriately experienced bat licenced ecologist.

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

Geology and soils

Construction activities are associated with the existing street lighting columns and road verges. There is minor excavation planned (610mm depth in verge and 750mm depth in carriageway and footway), related to the track for new cables and ducting. These activities are restricted to made ground and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Soil will be retained on site and re-used.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) should be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials must be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must 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 must be present on site and be available for inspection. A copy of the Duty of Care paperwork should 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.
- If any hazardous or special waste is produced, this will be subject to the Control of Substances Hazardous to Health (COSHH) Regulations 2002 (as amended) should be removed from site by a specialised waste carrier. COSHH waste should not be mixed with general waste and/or other recyclables. Any contaminated ground as a result of the works should be removed and transferred off site as special waste.

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

Noise and vibration

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities, mostly related to excavation work and replacement of lighting columns. The works are anticipated to take place during night-time hours, therefore proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The BEAR scheme engineer will contact The Highland Council's Environmental Health Officer (EHO) prior to the works commencing to inform them of the night works.
- 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 construction operatives will be briefed through toolbox talks prior to works commencing using the 'Being a Good Neighbour' toolbox talk, included in the SEMP.
- On-site construction tasks should 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 of the night-time works and of the site-specific sensitivities.
- The noisiest work operations (e.g. using breakers, chipping hammers, etc.) should be completed before 11pm where possible.
- 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 should be utilised during construction.

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 negligible adverse impacts on local residents, pedestrians, cyclists and road users as a result of vehicle noise and delays due to traffic management measures. Pedestrians, cyclists, equestrians and community (PCEC) road users will not be impacted as the works are restricted to the road verges and will not result in the closure of pedestrian facilities within the scheme extent. Local residents will be informed of the proposed works via letter, which will contain a contact email address. The following mitigation measures will be put in place:

- Works will be carried out during night-time hours, therefore mitigation measures related to minimising noise disturbance (mentioned under 'Noise and vibration' heading above) will be implemented.
- Appropriate provisions/measures should be implemented within the traffic management to allow the safe passage of PCEC road users, of all abilities, through the site.

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

Construction activities are located in the immediate vicinity of Loch Leven. 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:

- A spillage control procedure must be in place and all staff should be trained on how to deal with spillages.
- Suitable spill kits must be present on site and staff should know how and when to use them.
- Storage of COSHH material, oil and fuel containers should be distanced more than 10m away from any watercourses.
- All plant and equipment must be regularly inspected for any signs of damage and leaks. A checklist must be present to make sure that the checks have been carried out.
- 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 Site Environmental Management Plan (SEMP) and adhered to on site.

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.
- BEAR Scotland undergo annual CEEQUAL Assessment.

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

Vulnerability of the project to risks

There is a high likelihood of coastal and surface water flooding (each year this area has a 10% chance of flooding) within the scheme extents.

The works will be restricted to the road verges and the A82 carriageway and any traffic management will be designed in line with existing guidance. The proposed works are anticipated to last 8 to 10 weeks and would be undertaken during the hours of 19:00 – 06:00, Sunday to Thursday. Traffic management will consist of a night-time lane closure with temporary traffic lights.

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

Assessment cumulative effects

The proposed works are not anticipated to have significant effects. Due to the nature of the proposed works no cumulative effects are anticipated with any other developments in the vicinity. There are no other schemes planned in the vicinity of the scheme ([Highland Planning Portal](#)). Any future BEAR Scotland schemes will be programmed to take into account already programmed works, and as such any cumulative effect will be limited. Overall, it is unlikely that the proposed works will have a significant cumulative effect.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in Ben Nevis and Glen Coe National Scenic Area 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 is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The works will last 8 to 10 weeks and will be completed during night-time, Sunday to Thursday.
- Containment measures of the working area will be in place to prevent pollutants from entering the surrounding environment.
- Biosecurity measures to prevent the spread of INNS off site will be implemented.

Location of the scheme:

- Although the works lie within the Ben Nevis and Glen Coe National Scenic Area, impacts to the landscape designation during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- There will be no change of the road verges, therefore land use will not change as a result of the works.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, 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.
- 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.
- Consultation with NatureScot was undertaken regarding location of the scheme within Ben Nevis and Glen Coe National Scenic Area. NatureScot confirmed that the works are unlikely to significantly affect the special qualities of the National Scenic Area.

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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