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Environmental Impact Assessment Record of Determination

A82 South of Glencoe Village - Drainage

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out drainage improvement works on a layby within the A82 carriageway, approximately 400m south of the village of Glencoe. The works will consist of the following:

- Installing six gullies within the layby.
- Reinstalling kerbing within the layby (no extension to existing kerbing).
- Shrub cutting from back of layby to highway boundary (approximately 90m length).
- Re-cutting outlets in the verge throughout the site.

The scheme will take place over a length of approximately 100m, covering a total area of approximately 664m^2 (0.07ha).

A resurfacing scheme is programmed to be undertaken at the same location as these proposed civils/drainage works, with potential for both schemes to be undertaken simultaneously. This report pertains to the drainage/civils works only.

The works are currently programmed to be completed within the latter half of the 2023/2024 financial year, however changes in programming may require construction within the 2024/2025 financial year. Works are expected to be completed over ten days by utilising a daytime working pattern (07:00 to 19:00); however, changes in the programme may result in the need for night-works.

Traffic management (TM) will consist of a single lane closure of the northbound carriageway, facilitated by temporary traffic lights. Where works are combined with resurfacing works at the same location, this may result in amendments to the exact TM requirements.

Location

The scheme is located on a stretch of the A82 carriageway southeast of Glencoe Village, within the Highland Council (see Figure 1 below), and has the following National Grid References:

- Scheme Start: NN 10651 58273
- Scheme End: NN 10609 58363

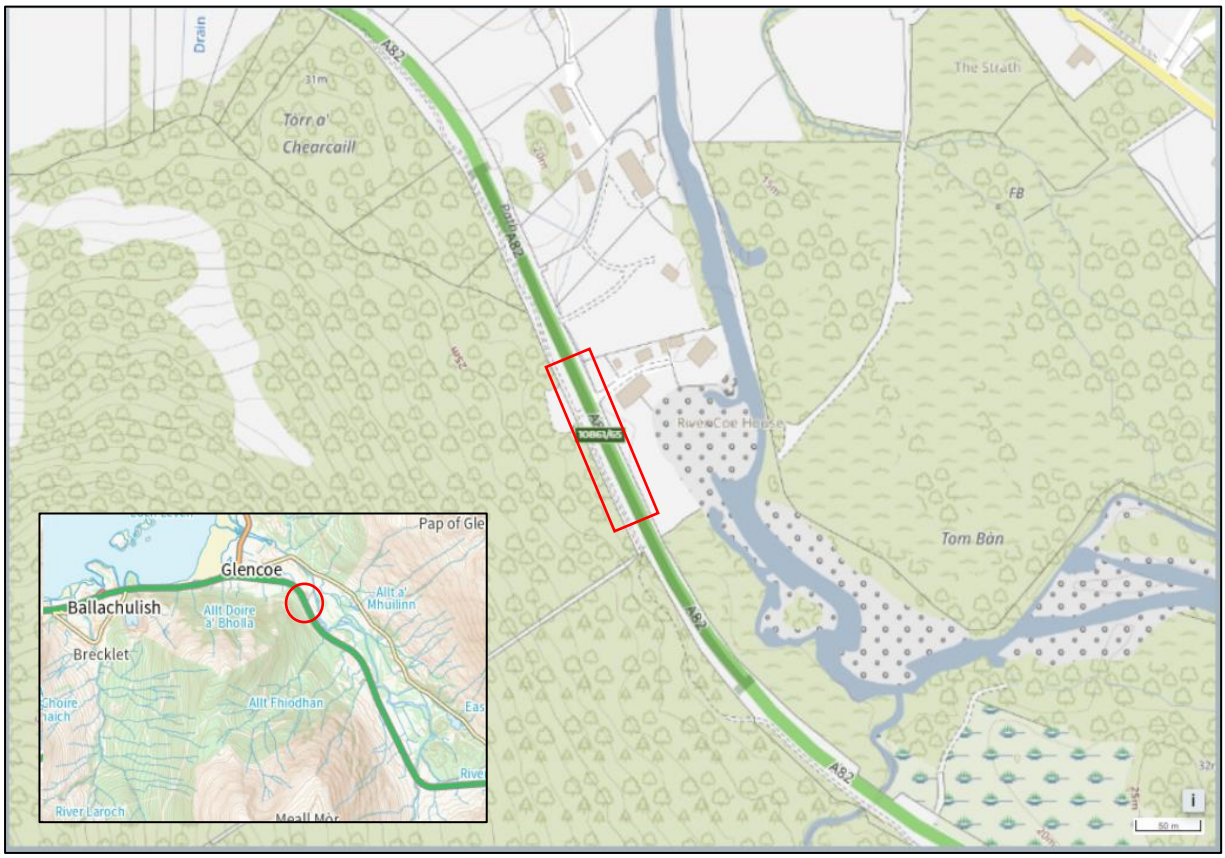

Figure 1. Location and scheme extent of the proposed works at A82 South of Glencoe Village.
Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-103-36).

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Areas (AQMA) (Air Quality Scotland).

There are no air quality monitoring stations listed on Air Quality Scotland, or sites registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) within 10km of the scheme.

In 2022, the average annual daily flow (AADF) of traffic was recorded at a count point on the A82 carriageway 2.8km west of the scheme within Ballachulish, and accounted for 5,427 vehicles of which 4.7% were heavy goods vehicles (HGVs) (Department for Transport).

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

Cultural heritage

According to Historic Environment Scotland's Pastmap, one Canmore National Record for a milestone (Inverigan, Glencoe) lies within the A82 southbound verge at the scheme location.

There are no World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Garden and Designed Landscapes, Inventory Battlefields, Historic Environment Records within 300m of the scheme (Pastmap).

Landscape and visual effects

The scheme is located within Ben Nevis and Glen Coe National Scenic Area (NSA) (Sitelink). The NSA has the following Special Qualities:

- A land of mountain grandeur
- A land of classic highland vistas
- Human settlement dwarfed by mountain and moorland
- The expansive Moor of Rannoch
- The spectacular drama of Glen Coe

- The wooded strath of lower Glen Coe
- The narrow and enclosed Loch Leven
- The impressive massif of Ben Nevis
- The wild Mamores and secretive Glen Nevis
- The fjord-like upper Loch Leven
- Long and green Glen Etive
- The dark heritage.

The Landscape Character Type (LCT) within the scheme extent is Lochs with Settled Edges (no. 234) (Scottish Landscape Character Types). The Lochs with Settled Edges LCT is characterised by:

- Flat landscape contained between steep loch sides and open water.
- Extensive agriculture and settlement confined within a narrow lochside fringe, whose foreshore is subject to tidal influence.
- Loch heads and river mouths that permit more extensive farming and built development, including housing and small industrial estates.
- Communications confined to narrow loch edges where shingly beaches, rocky headlands, wooded banks and marshy platforms form a diverse water's edge.
- Extensive tracts of oak-birch woodland climbing from the lochside up into the foothills, often engulfing the settled edge and providing an enclosed micro landscape.
- Dense commercial forests descend to loch shore in some locations.
- Occasional policy grounds of big houses along the loch edge give rise to a proliferation of rhododendron and other ornamentals in some places, providing a lush and sheltered character.
- Linearly arranged crofting communities with vivid green croft fields contrast with the more subdued duller colours of surrounding hills.

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

Biodiversity

Glen Etive and Glen Fyne Special Protection Area (SPA) lies approximately 950m southeast of the scheme (SiteLink).

Glen Coe Special Area of Conservation (SAC) also lies approximately 1km southeast of the scheme (SiteLink).

A Habitats Regulations Appraisal (HRA) has been carried out for the above European sites. Refer to 'Description of main environmental impacts and proposed mitigation: Biodiversity' section below for details.

The Carnach Wood Site of Special Scientific Interest (SSSI) (NatureScot) lies approximately 5m west of the A82 carriageway at the scheme extent at its nearest point. No other locally or nationally designated biodiversity sites are located within 300m of the scheme.

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

In addition, NBN has record of the following invasive non-native species (INNS) of plants (as denoted by *) (as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA)), injurious weeds (as listed under the Weeds Act 1959), and invasive native perennials (as listed in the Trunk Road Inventory Manual) using the same criteria as above:

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

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

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

There are several areas of woodland listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme; all of which are recorded as 'Ancient (of semi-natural origin'. The nearest area of AWI woodland lies approximately 5m west of the scheme (SE).

Habitat immediately surrounding the A82 carriageway is not considered likely to support protected species shelter due to the relatively sparse nature of tree cover. Shrubs/vegetation to be cut back are not deemed suitable to facilitate protected species or associated shelter, however there is potential for nesting birds to be

present within the period of March to August inclusive. Proximity to the A82 carriageway would likely further deter this due to associated disturbance levels from traffic. As such, a field survey has not been deemed necessary, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

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

Bedrock within the scheme extent is comprised of Ballachulish Limestone Formation (pelite, calcareous) which is a metamorphic bedrock, and superficial deposits within the scheme extent are comprised of alluvium (clay, silt, sand and gravel) which are sedimentary deposits (British Geological Society).

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

The scheme is located within a 'Class 0' category of carbon and peatland importance, which relates to mineral soil types. Peatland habitats are not typically found on such soils (SE Map).

Material assets and waste

The proposed works are required to maintain the A82 layby. Materials used will likely consist of:

- Precast concrete kerbs (90m)
- Six D400 gully grating, frames and pots
- UPVC pipe (18m)
- Type 1 Subbase ($1m^3$)
- ST5 concrete/ Portland cement ($1m^3$)

Wastes are anticipated to include removed concrete kerbing sections, vegetation, and excavated soils. Excavated material will be re-used on site where possible.

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

Noise and vibration

There are approximately ten residential properties and holiday cottages which are located within 300m of the scheme. All of these properties lie east of the carriageway, with those nearest to the scheme lying approximately 20m from the A82 carriageway. Properties nearest to the scheme are afforded a minimal degree of screening provided by ornamental garden hedging, whilst those further afield are partially screened by roadside tree shelterbelt where present.

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

No noise modelled data is available on SE Map for the scheme extent. Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 carriageway.

Population and human health

Approximately ten properties are located within 300m of the scheme; comprising private residences and holiday cottages/accommodation. The closest property is located 20m from the scheme.

Two access roads diverge from the A82 carriageway within the scheme extent, leading to residential properties and private land. One layby is located adjacent to the A82 northbound within the scheme extent.

A section of core path (ID: 9787) runs parallel with the A82 northbound carriageway throughout the scheme extent (approximately 3m at its nearest point) (SE Map). This Core Path is slightly separated from the layby due to presence of a grassed verge.

There are no National Cycle Network (NCN) routes (Sustrans) or walking routes listed on WalkHighlands with connectivity to the scheme extents. There are no paved pedestrian footpaths, bus stops, or other pedestrian facilities along the A82 within the scheme extent.

Street lighting is not present along this section of the A82.

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

Road drainage and the water environment

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

The River Coe (ID: 20325) lies to the east of the A82 and runs parallel with the trunk road for the full scheme extent (approximately 50m at its nearest point). The River Coe is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'High' (SEPA).

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

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

The A82 carriageway at the northern and southern extent of the scheme is recorded as being at 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 included 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 (Scot'and's contribution to the Paris Agreement: indicative Nationally Determined Contribut–on - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate

emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere and increased prolonged vehicle and plant presence may result in higher-than-average emissions. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

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

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

Cultural heritage

One Canmore feature (milestone) is located adjacent to the southbound carriageway opposite the scheme extent. No other records of cultural heritage interest are located within 300m of the scheme. Works will be restricted to the A82 carriageway and the

northbound verge/layby, and as such will not take place within the footprint of the Canmore. No change is predicted to this feature.

Construction of the A82 road corridor is likely to have removed any archaeological remains that may have been present and therefore the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. The works do not include any alterations that would affect the historic and architectural character of the local area or noted cultural feature, or would have the potential to expose any undiscovered features of cultural heritage.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice. Historic Environment Scotland will be consulted as required.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot.

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

Landscape and visual effects

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- The working area and any damage to the local landscape (where applicable) will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- 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 scheme lies approximately 950m and 1km southeast of the Glen Etive and Glen Fyne SPA and the Glen Coe Special Area of Conservation (SAC) respectively. The Habitats Regulation Appraisal (HRA) concluded that the works would not result in the potential for any likely significant effects (LSE) upon the qualifying features of these sites by virtue of the following factors:

- Works will not involve any land take, or removal or alteration of habitat features within the SAC and the SPA.
- Noise is not considered to be a defining feature of the works, however there is potential for temporary and intermittent increases to baseline noise levels throughout the works due to use of various plant. Due to location on the A82 carriageway where a moderate level of traffic exists, any increases in noise are not considered to be significant. In addition, sufficient distancing from the SPA would further limit the scheme-related disturbance from noise.
- ‘Clear-water lakes or lochs with aquatic vegetation and poor to moderate nutrient levels’ is a qualifying freshwater habitat feature of the SAC. Although this feature is mobile and shares potential connectivity with the works due to drainage works, the minor and localised nature of the works will not result in the potential for any change to this feature.

- Given the highly rural location of the scheme, it is anticipated that foraging birds would easily avoid the works area if any disturbance was created from noise as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- All works will be completed over ten days by utilising daytime working pattern (negating requirement for artificial lighting). No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

The Carnach Wood SSSI lies approximately 5m west of the A82 carriageway at its nearest point and is notified for ‘flies’ and ‘wet woodland’. Works will not include any operations within the SSSI boundary, and as such no habitat change or removal will occur. Works do not involve any in-water works, and as such connectivity is limited to drainage channels only. Works will involve minor amendments to existing road drainage, however, will not result in change to drainage patterns or flow levels. As such, no impact is predicted to the nearby SSSI as a result of the works.

All works are restricted to the A82 carriageway boundary (including adjacent verge and layby) and will consist of minor amendments to drainage and kerbing, and minor vegetation cut back. No significant habitat removal will occur. Although no INNS have been recorded within the scheme extent, there may be unrecorded growths which have potential to be disturbed/spread by vegetation works. Appropriate mitigation will be included within the Site Environmental Management Plan (SEMP) to prevent/limit spread.

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

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

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works may take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.

- Works will be strictly limited to areas required for access and construction works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. NatureScot will be consulted for further advice as required.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- Where possible, works should be carried out during daylight hours. If artificial lighting is required, it will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

Works will include minor excavation to facilitate drainage/kerbing amendments. Construction activities are restricted to localised areas of the verge, and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).

- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles. The works are anticipated to take place during daylight hours; however, if the programme changes, there may be a requirement for night works. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All plant, machinery and vehicles will be switched off when not in use; and will be operated in such a way that minimises noise emissions. All plant and machinery will have been maintained regularly to the appropriate standards.
- A ‘soft start’ will be implemented on site each day to ensure that there is a gradual increase in noise.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures.

Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Works will be carried out during daylight hours.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- Journey planning information will be available for drivers online at the trafficscotland.org 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; 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.

- Drainage amendments will be appropriately managed so as not to release sediment into the drainage system.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Major Accidents and Disasters

Sections of the A82 at the northern and southern sections of the scheme 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 A82 carriageway boundary and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last ten days. Traffic management will likely consist of lane closures with convoy and NMUs will be accommodated within any TM setup.

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

No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

A search of the Highland Council Planning Portal (Map Search) did not highlight any other planning applications within 300m of the scheme (within the last 6 months).

A search of the Scottish Roads Works Commissioner's website (Map Search) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. There is potential for a resurfacing scheme to be undertaken at this location, at the same time as these works. In the event of this, TM will be programmed in a way to minimise disruption, and as such no significant cumulative impact is predicted.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR Scotland will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

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

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

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

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (EIA) is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is less than 1 ha.
- Works are restricted to minor drainage and kerbing improvements, and cut-back of vegetation, with all works restricted to the A82 carriageway boundary.
- The works will be localised to the A82 carriageway and will be completed during daylight hours.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- The HRA concluded that the works will not result in the potential for LSE on the qualifying features of the Glen Etive and Glen Fyne SPA or Glen Coe SAC.
- Works will not result in any change to the special features of the Ben Nevis and Glen Coe National Scenic Area.
- Works will not have a significant impact on the Carnach Wood SSSI.
- The scheme will be restricted to the A82 carriageway boundary (including verge and layby), and as a result will not require any land take or alteration of 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:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- No in-combination effects have been identified.

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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