



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A82 Glencoe Rock Slope

Contents

Project Details	3
Description.....	3
Location	3
Description of local environment.....	5
Air quality	5
Cultural heritage	5
Landscape and visual effects	6
Biodiversity	7
Geology and soils	7
Material assets and waste	8
Noise and vibration	8
Population and human health	8
Road drainage and the water environment.....	9
Climate	9
Policies and plans	10
Description of main environmental impacts and proposed mitigation	11
Air quality	11
Cultural heritage	12
Landscape and visual effects	12
Biodiversity	13
Geology and soils	15
Material assets and waste	16
Noise and vibration	17
Population and human health	18
Road drainage and the water environment.....	19
Climate	20
Vulnerability of the project to risks	20
Assessment cumulative effects.....	21
Assessments of the environmental effects	21
Statement of case in support of a Determination that a statutory EIA is not required.....	22
Annex A.....	24

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out rock slope stabilisation works on six slopes (Slope 1-6) of varying length located adjacent to a 500m stretch of the A82 carriageway in Glen Coe (see Figures 1 & 2 below). These works are required to stabilise the rock slopes due to previous instances of rockfall. Stabilisation works will involve light rock scaling to a depth of around 10cm, and vegetation clearance at all slopes as well as other activities (see Table 1 below).

Table 1 – Slope lengths and specific activities

	Length (m)	Vegetation Removal	Scaling	Netting	Reprofiling
Slope 1	128	Yes	Yes	Yes	No
Slope 2	43	Yes	Yes	No	No
Slope 3	100	Yes	Yes	No	Yes
Slope 4	58	Yes	Yes	Yes	No
Slope 5	95	Yes	Yes	Yes	No
Slope 6	85	Yes	Yes	No	No

Works are currently programmed to begin in late November 2025 for a duration of approximately eighteen weeks following a daytime working pattern (08:00 – 18:00). Traffic management will consist of two-way traffic lights with single lane closures. A site compound has not yet been confirmed but is likely to be within one of the laybys within the scheme extents. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Location

The scheme is located on a 500m stretch of the A82 at Glen Coe in the Highland Council Local Authority area. Refer to Table 2 and Figures 1 & 2 below for individual rock slope locations.

Table 2 – National Grid References (NGRs) for rock slope locations

Slope	National Grid References	
	Start	End
Slope 1	NN 18205 56286	NN 18325 56251
Slope 2	NN 18200 56276	NN 18234 56252
Slope 3	NN 18390 56273	NN 18464 56340
Slope 4	NN 18509 56378	NN 18562 56404
Slope 5	NN 18624 56383	NN 18694 56320
Slope 6	NN 18636 56389	NN 18565 56415

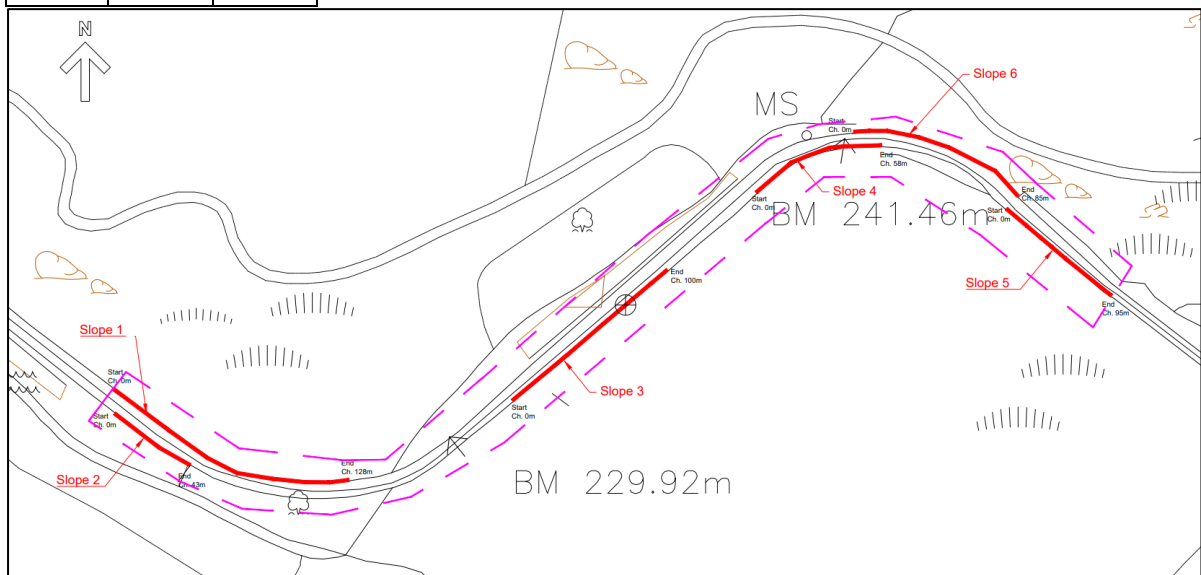


Figure 1 – Map of rock slopes 1-6 on site.

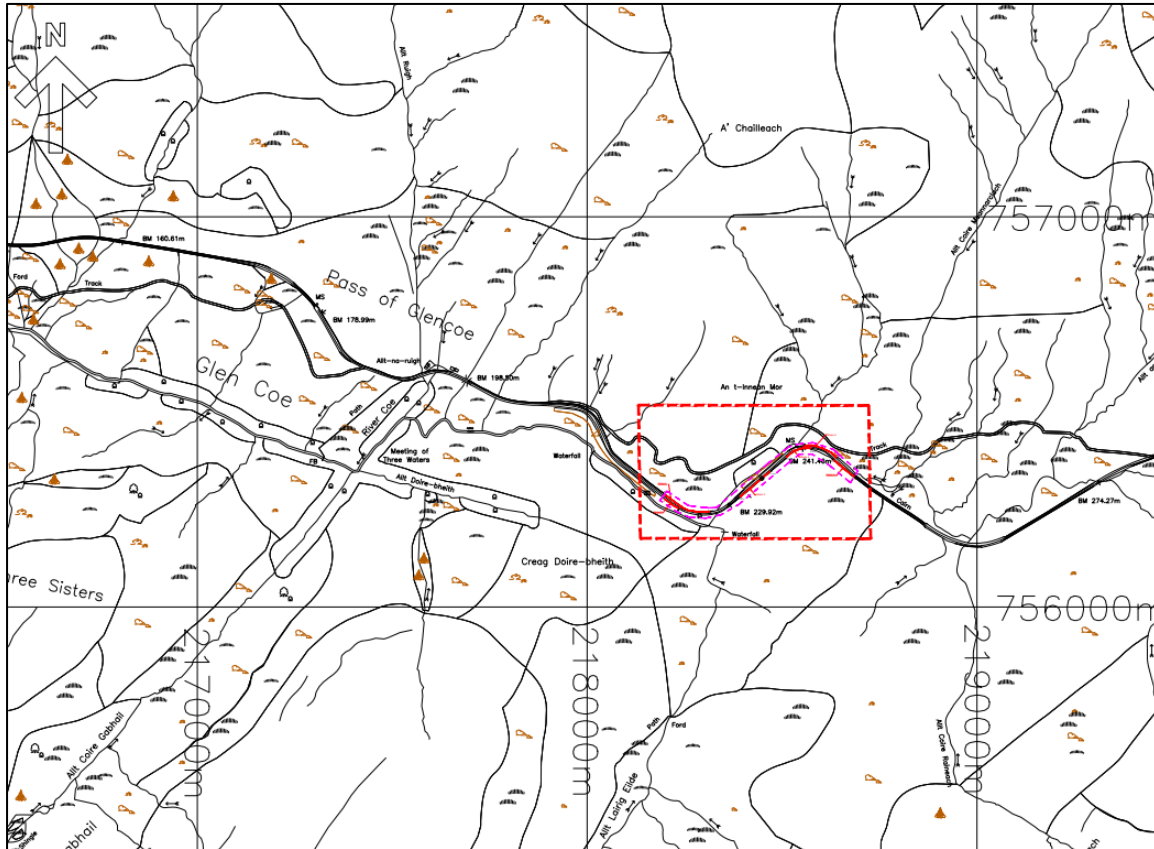


Figure 2 – Map of the scheme in the wider landscape.

Description of local environment

Air quality

No Air Quality Management Areas (AQMAs) are located within 300m of the scheme ([Scottish Air Quality](#)).

There are no Air Quality Monitoring Stations (AQMS) located within 10km of the scheme ([Air quality in Scotland](#)).

There are no sites within 10km of the scheme which are registered for air emissions on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)).

Baseline air quality is likely to be good and primarily influenced by traffic along the A82 carriageway, with secondary sources likely to arise from land management activities within the surrounding area.

Cultural heritage

A search of Historic Environment Scotland (HES) mapping tool [Pastmap](#) records the following cultural heritage features within 300m of the scheme:

- There are twenty-three entries on the National Records of the Historic Environment and Historic Environment Records located within 300m of the scheme. Two of these records lie within the works area however these are records relating to the construction of the trunk road and as such will not be impacted by the works.

There are no Scheduled Monuments, Battlefields, Garden and Designed Landscapes, Conservation Areas, Listed Buildings, or World Heritage Sites within 300m of the scheme extents.

The construction of the A82 trunk road and associated infrastructure will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, and as such, the likelihood of presence of undiscovered features is considered to be low.

Landscape and visual effects

The scheme lies entirely within the Ben Nevis and Glen Coe National Scenic Area (NSA; [9120](#)). This site is designated for 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 scheme lies within the “Mountain Massif - Lochaber” [Landscape Character Type](#) (LCT).

Land use surrounding the scheme is broadly characterised by low levels of management in uplands areas. The area lies within Glen Coe which is noted for its tourism and outdoor recreation opportunities.

The A82 Trunk Road, within the North West, 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 A82 is a single carriageway within the scheme extent.

Biodiversity

The scheme lies within the Glencoe National Nature Reserve (NNR) ([10532](#)). Four of the six rock slopes within the scheme extent (Slopes 2-5) are located within additional designated sites for biodiversity. Slopes 1 and 6 are not located in any additional designated sites for biodiversity.

Slope 2 of the scheme lies within the Glen Coe Special Area of Conservation ([8264](#)) and the Glen Coe Site of Special Scientific Interest (SSSI) ([731](#)).

The Glen Coe SSSI ([731](#)) shares the same boundaries as the SAC.

Slopes 2-5 lie within the Glen Etive and Glen Fyne Special Protection Area (SPA) ([10113](#)).

A search of the National Biodiversity Network Atlas ([NBN Atlas](#)) within a search area of 2km during the last ten-year period held the following records of injurious plant species (as listed in the Network Management Contract (NMC)):

- Rosebay willowherb (*Chamerion angustifolium*)
- Spear thistle (*Cirsium vulgare*)
- Curled dock (*Rumex crispus*)
- Common ragwort (*Jacobaea vulgaris*)
- Broad-leaved dock (*Rumex obtusifolius*)

A search of Transport Scotland's Asset Management Performance System (AMPS) records no instances of invasive non-native species (INNS) or injurious weeds within 300m of the scheme.

There are no ancient woodlands ([Ancient Woodland Inventory Scotland](#)) located within 300m of the scheme.

There are no Tree Preservation Orders (TPO) located within 300m of the scheme ([Highland Council](#)).

Numerous bird species were recorded on NBN within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their active nests are protected, with certain species receiving additional protections.

Habitat surrounding the scheme is almost exclusively comprised of temperate shrub heathland.

Geology and soils

As noted above in the "Biodiversity" section, the scheme lies partially within a SSSI designated for Caledonian igneous geology and fluvial geomorphology of Scotland.

There are no Geological Conservation Review Sites (GCRSs) located within 300m of the scheme ([SiteLink](#)).

Bedrock geology at the scheme is recorded as a mixture of rhyolitic lava and rhyolitic tuff of the Glencoe Volcanic Formation and porphyritic microdiorite of the Etive Dyke Swarm. No superficial deposits are present at this location ([British Geological Society](#)).

Soil classification within the scheme extent is recorded as peaty gleys with dystrophic blanket peat and the area is recorded on the Carbon and Peatland 2016 map as “Class 5” which indicates peat soil with no peatland vegetation ([Scotland's Soils](#)).

Material assets and waste

The proposed works involve a variety of activities to stabilise rock slopes on the A82 carriageway including vegetation removal, rock scaling, installation of rock netting, and a localised slope reprofiling. Materials used will include rock netting and netting anchors.

Wastes arising from the works will include the following:

- Vegetation removed from the rock slopes.
- 50m³ of scaled rock.
- 300m³ of rock and material from the localised slope reprofiling.

Due to the nature of this waste, it is unsuitable for re-use and will be disposed of in landfill.

The scheme value exceeds £350,000, and as such, a site waste management plan (SWMP) is required for this scheme.

Noise and vibration

The works do not fall within a candidate noise management area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) ([TNAP](#)).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level for during the day, evening and night (Lden) between 65 and 75dB on the A82 at the scheme location ([SpatialData.gov](#)).

Given the location of the scheme in a highly rural location, it is considered likely that the baseline noise levels will be generally low, with road traffic on the A82 providing the primary source of noise.

Population and human health

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

There is one set of laybys within the scheme extents as well as some footpaths that connect these laybys to a nearby viewing point. An additional car park is located

80m southeast of the scheme and the area is known to be popular with tourists. There are no bus stops, cycle lanes, or other non-motorised user (NMU) facilities within the scheme.

There are no [Core Paths](#), National Cycle Network routes ([OSMaps](#)), nor any routes designated by [WalkHighlands](#) within 300m of the scheme.

The nearest Traffic Scotland count point (ID: JTC08343) on the A82 is located approximately 8.5km west of the scheme and in 2024 recorded an Average Daily Traffic of 4,694 with 8% comprised of heavy goods vehicles.

Road drainage and the water environment

The River Coe (ID: 20325) is channelled underneath the A82 within the scheme extents and was classified by the Scottish Environment Protection Agency (SEPA) in 2023 as being in 'High' condition ([SEPA](#)).

The scheme lies entirely within the Upper Glen Coe groundwater body (ID: 150693) which was classified by SEPA in 2023 as being in 'Good' condition and is also a Drinking Water Protected Area (Ground).

The scheme lies partially within areas assigned a surface flood risk of "High" ([SEPA Flood Map](#)) which indicates that a flood event is likely to occur in the area on average once in every ten years, or a 10% chance of occurring within any one year.

Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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](#)).

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. The main sources are likely to be dust generated by vegetation clearance, rock removal and breaking out of materials, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions 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.

- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems, and will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and drilling/coring equipment will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- 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.

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

It has been concluded that the planned works will not adversely impact any nearby sites of cultural heritage interest as the works are not located within the footprint or direct proximity to any designated or undesignated cultural heritage sites. The following mitigation measures will be included in the Site Environmental Management Plan (SEMP) to address any potentially unforeseen impacts on cultural heritage during construction:

- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland NW Environment Team contacted for advice. Historic Environment Scotland (HES) will be notified 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. There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences.

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

Landscape and visual effects

There will be a short-term, temporary impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. As such, there will be a negligible adverse impact on the landscape character during construction.

There will also be a minor adverse impact on the landscape character upon completion of works primarily due to the reprofiling of one of the rock slopes. However, only a small section (approximately 16m) of Slope 3 will be reprofiled. Slope 3 has a lower height than the other rock slopes; therefore, the visual impact of reprofiling along the small section of the overall length is likely to be reduced.

Following consultation with NatureScot, no concern over the impact on the character of the National Scenic Area was raised.

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.

- Works will avoid encroaching on land and areas where work is not required or 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

As noted above, the A82 lies in proximity to the Glen Coe SAC which is designated for a number of habitat features, and the Glen Etive and Glen Fyne SPA. Due to the proximity of the works to the SAC and SPA, a Habitats Regulations Appraisal (HRA) was produced. The conclusions were as follows:

- No Likely Significant Effects (LSE) of the proposed works were identified on the habitats of the SAC (excepting dry heaths and plants in crevices on acid rocks) as they are not present within the proposed works area (as confirmed by consultation with NatureScot) and considering the good working practices which will be implemented to prevent impacts from pollution.
- LSE of the proposed works could not be ruled out for dry heaths and plants in crevices on acid rocks within the Glen Coe SAC due to the requirement for rock slope clearance which entails removal of vegetation that likely forms these habitats. As such, an Appropriate Assessment (AA) was conducted for these features. NatureScot advised that vegetation removed from the rock face should be reinstated where possible. With this measure and considering the very minor scale of the vegetation removal required in the context of the SAC, it was concluded that works would not result in Adverse Effects on Site Integrity (AESI).
- LSE of the proposed works could not be ruled out for the qualifying feature within the SPA due to proximity of the works to the SPA and the risk of disturbance. As such, an AA was conducted for this feature. With the following measures in place, it was concluded that works would not result in AESI:
 - A Toolbox Talk for Birds will be included in the SEMP and provided to all site staff prior to works commencing.
 - Artificial lighting, where required, will be used for as short a duration as possible and will be directed on to the immediate area of works and away from watercourses and adjacent habitat as far as is safe and reasonably practicable.
 - Plant, machinery and equipment will be fitted with effective silencers where available will be utilised for the works. Where fitted, and where

permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.

- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.
- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- Planned working hours will allow for a quiet period during the day when construction stops, which will allow for undisturbed foraging time
- With these measures in place, the AA concluded that the proposed works would not result in AESI for the qualifying features of the Glen Etive and Glen Fyne SPA or the Glen Coe SAC.
- Additionally, no cumulative or in-combination effects of the works on the SPA or SAC were identified.

The Glen Coe SSSI was also considered within the HRA and it was assessed that there would also not be any impacts on the designated features of this site considering the minor and localised nature of the works. Following consultation with NatureScot, it was also determined that SSSI consent for the works was not required (see Geology and Soils section below).

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. The following mitigation measures, in addition to the ones detailed in the HRA, will be put in place to minimise impacts on biodiversity features in the area:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- 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. If required, NatureScot will be contacted for advice.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where 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.
- If bird nests are identified on any of the slopes, works will be temporarily halted, and guidance will be sought from the BEAR NW Environment Team on appropriate next steps.
- If works are paused before the bird breeding season (September to February) and subsequently resume during the breeding season (March to August), thorough pre-works nesting bird checks on the rock slope will be carried out by site personnel in accordance with the bird toolbox talk prior to recommencing activities

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 works are located partially within the Glen Coe SAC and Glen Coe SSSI which are both designated partially for geological features. The works will involve vegetation clearance and removal of unstable rock features which both constitute Operations Requiring Consent within the SSSI. However, NatureScot have advised that SSSI Consent is not required, provided that the HRA/AA is approved by Transport Scotland as the competent authority.

There is the potential for impact on soil and geology during works through the removal of material and reprofiling of a slope which will result in a permanent change. However, only a small section of the overall scheme extent will be reprofiled during works. Additionally, due to the current instability of the slope, it is anticipated that the works will not have any additional adverse impacts on the geological integrity of the slope and will provide a long-term benefit through the stabilisation of the slopes to prevent future deterioration. Therefore, the works are not anticipated to have an adverse impact on geology and soils. However, the following mitigation measures will also be adhered to on site:

- Excavation of soil and rock will be restricted to the minimum area necessary for the completion of works.
- Excavated soil, rock and debris will be stored in a designated area on level ground where practicable.

- If the soil is to be re-used on site, then it will be wetted (if necessary) during periods of dry weather to prevent drying out.
- The parking of machinery/vehicles 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.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to on site.

With the above mitigation measures in place, it is anticipated that any geology and soil 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.
- Bulk material will be delivered to site without packaging where possible.
- Care will be taken to only order the correct quantity of required materials, preventing disposal of unused materials.
- All waste and material stored on site will be adequately protected against the elements and containment measures will be implemented to prevent debris or pollutants entering the surrounding environment.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.

- 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 shall 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.
- 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 for the proposed activities. However, the works are not located within a CNMA or CQA, and there are no residential or commercial properties within proximity to the scheme, with the closest property at a distance of over 3km. Works will also be conducted utilising a daytime working pattern. Noise is not likely to be a defining feature of the works based on the proposed working activities and potential to induce worst-case scenario noise and vibration will also be intermittent, temporary and short-lived.

The following mitigation measures will be put in place:

- The Best Practicable 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. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- Where possible, inherently quiet plant will be selected for construction works.
- 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.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- 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

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. Road users will be informed of the works through media release, which will provide details of construction dates and times.

There are no residential or commercial properties within 300m of the scheme and no active travel or non-motorised user routes through the scheme. A pair of laybys and a viewing point provide the only pedestrian-accessible areas within the scheme. In addition, the works are currently programmed with a duration of approximately 18 weeks with one of the laybys acting as a site compound and two-way traffic lights in place. As such, there is potential for an impact on traffic flow for the duration of works.

However, with the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Works have been programmed for the winter months when traffic flow and tourism pressure is lower.
- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule will be communicated to local residents throughout the programme.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within proximity to watercourses, which may lead to 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). No in-water works are required and there is no requirement for abstraction or transfer of water from, or discharges to, a water body. As such, the potential for a direct pollution incident within a water body is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network have shown that, where standard good working practice is adopted (e.g. adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc), water quality is protected.

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

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations 2018 (EASR) (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 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.
- 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 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 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.
- 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 removed to local waste management facilities.

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 will be no change to the likelihood of flooding on the A82 within the scheme extent upon completion of the works and works will be programmed, as far as is reasonably practicable, to avoid periods of adverse weather or heavy rainfall.

Works are restricted to rock slopes immediately adjacent to the A82 trunk road boundary with access to the scheme gained via the A82. TM will involve temporary single closures on the relevant sides of the carriageway and NMUs will be accommodated within the TM set up where possible. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup if required.

The works will not result in any change in vulnerability of the A82 carriageway to risk, or in severity of major accidents/disasters that would impact on the environment. The

clearing of rock slopes is designed to reduce the risk of rock fall incidents and will have a beneficial impact on road users.

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 result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the [Highland Council Planning Portal](#) identified no approved planning applications within 300m of the scheme within the last six months.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that there are no roadworks planned for the same period as the proposed works and no cumulative effects are anticipated with any other developments in the vicinity.

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

Overall, it is unlikely that the proposed works will have significant cumulative effects 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.

A HRA was conducted due to proximity and ecological connectivity with the Glen Coe SAC and Glen Etive and Glen Fyne SPA. The assessment concluded that there was no potential LSE resulting from the works on all habitats within the SAC with the exception of dry heaths and plants in crevices on acid rocks. LSE also could not be ruled out for the qualifying feature within the SPA. With appropriate measures in place, however, the proposed works will not result in AESI in either instance.

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 partially within the Glen Coe SAC, the Glen Etive and Glen Fyne SPA, and the Glen Coe SSSI which are sensitive areas 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:

- Works are localised to the rock slopes in the immediate vicinity of the A82 trunk road at Glen Coe.
- Construction activities are restricted to six slopes along a total length of 500m of the A82 trunk road.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area, outwith those detailed in the HRA/AA.
- No INNS have been recorded at this location.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway as rock slope stabilisation will improve road safety following the works.

Location of the scheme:

- The scheme does not lie within any National Parks and while it does lie within the Glen Coe NSA, NatureScot have not identified any concerns regarding the impact of the works on this site.

- The scheme lies partially within a SSSI, however due to the provision of a HRA/AA, NatureScot has advised that SSSI consent is not required for these works.
- The scheme lies partially within an SPA and SAC. Due to the relatively minor nature of the works and the mitigation measures which will be implemented, no AESI are predicted on the features of either site, as concluded in the HRA.
- The site compound will be located fully on made ground within the traffic management and adjacent layby.
- There are no features of cultural heritage within the proposed works area and the previously-engineered nature of the works area means that any features or objects of cultural heritage interest are likely to have already been removed or discovered.

Characteristics of potential impacts of the scheme:

- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- There will be a permanent visual impact as a result of the changes to the rock slope; however these works reduce the risk of a rockfall incident which would result in a more significant impact if left unmitigated.
- Works are programmed for a duration of approximately 18 weeks; however, this has been timed to avoid the busy summer period to reduce the impact on road traffic and tourism.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and, in the SEMP, will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2025

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

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

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

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, November 2025

Follow us:



transcotland



@transcotland

transport.gov.scot



Scottish Government
Riaghaltas na h-Alba
gov.scot