



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 North of A86 Junction –
Carriageway and Footway
Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A82 carriageway within Spean Bridge.

The works will involve the replacement of surface course on both the carriageway and adjacent footways, over a length of 960m. The scheme covers an area of approximately 0.33ha.

Both the northbound and southbound footways will be resurfaced to a depth of 200mm, with kerbs being replaced. Carriageway resurfacing will involve a 100mm inlay, and replacement of binder/surface course (exact depths yet to be confirmed).

Main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Install kerbing within pavement.
- Roll surface and allow it to go off.
- Install road markings and studs.
- Remove TM and open road.

The works are currently programmed to be completed within the 2024/2025 financial year. Footway works will be undertaken prior to carriageway resurfacing; with a proposed footway resurfacing duration of 10 days (07:00-19:00), and carriageway resurfacing duration of 5 nights (19:00-07:00). Changes in the programme may result in the need for change to day/night works for each element.

Traffic management (TM) will consist of a dayshift lane closure with temporary traffic lights (TTLs) for footpath works, and carriageway surfacing will be carried out under nightshift full road closures with amnesties. Site access and plant storage to be within traffic management. If the programme changes, this may result in amendments to the exact TM requirements. Alternative pedestrian routes will be included in the TM setup.

Location

The works are located on the A82 carriageway within Spean Bridge, in the Highland Council area (Figure 1). The scheme has the following approximate National Grid References (NGRs):

- Scheme Start: NN 22177 81778
- Scheme End: NN 21842 81780

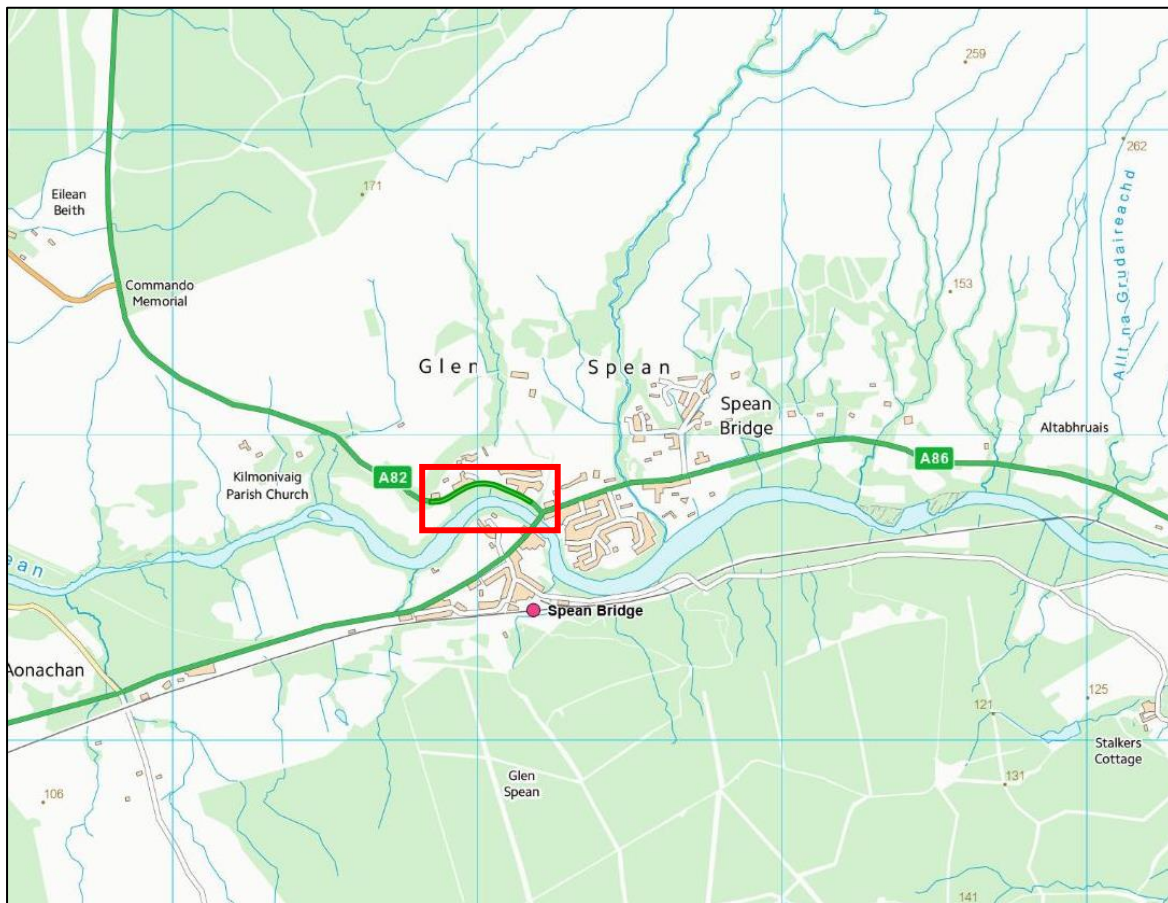


Figure 1. Location and scheme extent of the proposed resurfacing works at A82 North of A86 Junction. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0103-21).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) ([Air Quality Scotland](#)). The nearest air quality monitoring station is located in Fort William, approximately 12km southwest of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the more remote nature of the scheme location. Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A82 trunk road.

No sites are registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 10km proximity of the scheme.

No traffic count points are located on the A82 carriageway within 10km of the scheme, and as such an accurate average annual daily flow (AADF) for within the scheme is not available. The nearest count point for the A82 is located at Laggan, 15km north of the scheme, which accounted for an AADF in 2022 of 3,929 vehicles, of which 4% were heavy goods vehicles (HGVs) ([Department for Transport](#)).

Cultural heritage

A desktop study using [PastMap](#) identified the following features of cultural heritage within 300m of the scheme extents:

- Spean Bridge (LB6840), a Category B Listed Building, which is located 40m southeast.
- Several undesignated assets recorded on the Historic Environment Record (HER) and the Canmore databases. The closest of these pertains to Spean Bridge Village, which is located 30m southeast.

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

Due to lack of cultural heritage assets within the scheme footprint, the proposed project does not carry the potential to cause direct or indirect impact to cultural or archeological features.

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

Landscape and visual effects

The scheme is not located within a National Park, National Scenic Area, or any other area designated for landscape character or quality ([Sitelink](#)).

The Landscape Character Type (LCT) within the scheme extent is categorized as 'Broad Forested Strath' (no. 235) ([Scottish Landscape Character Types](#)), which is characterised by:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.
- Simple, large-scale mosaic of forested ridges, rolling pastures and heather moorland, but dominated by swathes of forestry.
- A comparatively densely settled landscape with villages, houses and sporadic commercial development.
- Quarries hidden amongst the woodland cover.
- Strong communication and service corridors.
- Long distance views from surrounding hills over the glens, which are framed by steep glen sides.
- Lochs, rivers or canals on glen floor have often been engineered or substantially altered by man.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of managed woodland, urban areas, and rough grazing. The A82 carriageway forms an engineered corridor in the landscape.

Biodiversity

The scheme lies within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) ([SiteLink](#)), which is designated for earth science features.

No European sites are recorded within 2km of, or share connectivity with, the scheme.

Records of the invasive non-native species (INNS) Japanese knotweed (*Fallopia japonica*), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), were returned by the [NBN Atlas](#) within 2km of the scheme. The closest growth has been recorded 1.4km southwest. No records of injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual, were noted by the NBN atlas using the same search criteria

No INNS or injurious weeds have been recorded on Transport Scotland's Asset Management Performance System (AMPS) within 300m of the scheme.

The scheme lies on the western periphery of Spean Bridge. Habitat north of the scheme is characterised by the road infrastructure and buildings associated with the village of Spean Bridge, and habitat south of the scheme is mostly woodland, with parcels of grassland. River Spean flows parallel to the A82 carriageway 30m south of the scheme.

No protected species traffic casualties have been recorded by the BEAR Scotland NW environmental incident database within 300m of the scheme.

Woodland recorded on the Ancient Woodland Inventory of Scotland as 'Ancient (of semi-natural origin)' is located directly adjacent to the west edge of the proposed scheme ([Scotland's Environment](#)). Parcels of woodland recorded as 'Long-Established (of plantation origin)' are also located approximately 10m north of the scheme.

Considering the urban features in proximity and the moderate traffic density at the scheme extent, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The scheme lies within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) ([SiteLink](#)), which is designated due to the following earth science features:

- Fluvial Geomorphology of Scotland:
 - The latest assessed condition of this feature was recorded as 'favourable maintained' in July 2022.
 - No negative pressures of this feature are recorded.
- Quaternary of Scotland:
 - The latest assessed condition of this feature was recorded as 'partially destroyed' in July 2022.
 - Development and dumping/storage of materials are recorded as negative pressures on this feature.

The Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS) related to the above SSSI overlaps the scheme footprint.

Bedrock geology within the proposed scheme extents is recorded as Glen Fintaig Semipelite Formation (semipelite), and Fort William Formation (micaceous psammite and semipelite), which are metamorphic bedrock types ([BGS GeolIndex](#)).

Superficial deposits within the scheme are recorded as Glaciofluvial Sheet Deposits (gravel, sand and silt), and Alluvium (clay, silt, sand and gravel) ([BGS GeolIndex](#)).

Soils recorded within the immediate vicinity of the scheme are mineral podzols ([Scotland's Soils](#)).

The scheme is located within a 'Class 0' soil category of carbon and peatland importance; peatland habitats are not typically found on such soils ([SE Map](#)).

Material assets and waste

The proposed works are necessary to resurface the worn carriageway and adjacent footways, likely requiring binder inlay, reinstatement of road markings, and replacement of kerbing. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Pre-cast concrete kerbs

Wastes are anticipated to be removed kerbing, and planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

A Site Waste Management Plan (SWMP) is not required for this scheme. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

The works are located in the village of Spean Bridge, surrounded by residential properties and numerous guest houses/hotels. The closest property is located less than 10m from the A82 carriageway, with no screening features present between the proposed works and this property (and several other properties in the surrounding area).

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

No noise modelled data is available for the scheme extents ([Scotland's Noise Scotland's Environment](#)). Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 trunk road.

Population and human health

Due to location within the village of Spean Bridge, numerous residential properties are located within 300m of the scheme. The closest property is located less than 10m from the A82 carriageway, with no visual or acoustic screening present.

Access points/junctions diverge from the A82 carriageway within the scheme extent, leading to residential estates and local commercial properties (hotels).

Paved footways are located on either side of the A82 carriageway for the full scheme extent. One core path ([Scotland's Environment](#)), Spean Bridge to Commando Memorial (ID: 26220), is located within the footprint of the proposed scheme, utilising the paved footways adjacent to the carriageway. There are no routes listed on [WalkHighlands](#) or the National Cycle Network (NCN) ([OS Maps](#)) within proximity of the works footprint.

Two bus stops are located within the scheme extent: one on each carriageway side. These bus stops are serviced by [Citylink](#) routes 915, 916 and 915; and [Shiel Buses](#) routes 510B and N43 .

TM will consist of a combination of dayshift lane closures (with temporary traffic lights), and nightshift full road closures with amnesties. Footways will be inaccessible during the works, with relevant measures in place to facilitate pedestrian movements throughout the works.

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 a single carriageway at the works location.

Road drainage and the water environment

The scheme is located within the Spean and Lochy Sand and Gravel (ID: 150776) and Fort William (ID: 150696) groundwater waterbodies, which the Scottish Environment Protection Agency (SEPA) classified in 2022 as having overall status of

'Good' ([SEPA Water Environment Hub](#)). These are also recorded as Drinking Water Protection Areas (Ground).

River Spean - Lochy to Laggan Dam (ID: 20346) is located approximately 30m south of the proposed scheme at its closest point. It is a river in the River Lochy catchment of the Scotland river basin district, with the main stem of approximately 23.7 kilometres in length and was classified by SEPA as having 'Good ecological potential' in 2022.

Several unclassified watercourses/field drains flow within 300m of the scheme.

River Spean has a high flooding potential (each year this area has a 10% chance of flooding), however no flood risk associated with this river has been highlighted within the scheme extents ([SEPA Flood Map](#)). A small area of the A82 carriageway at the western scheme extent is recorded as being at medium risk of flooding (0.5% chance of flooding each year).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains following planing.

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

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and machinery. Works will be restricted to the A82 carriageway boundary and will be limited to the like-for-like replacement of the carriageway and footway surfacing, and will be carried out over 15 days/nights in total.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape. 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 is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.

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

Biodiversity

During road resurfacing, 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.

All works will be restricted to the A82 carriageway surface and will not entail any vegetation clearance or works within the soft verge. There are no earthworks associated with the scheme, and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan

(SEMP) and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- 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 shall take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and resurfacing 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 shall be reported to the BEAR Scotland Environment Team.
- 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.
- 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.
- Any temporary lighting used during periods of low light levels will be directional, and will avoid spilling into sensitive areas where possible.
- 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

The scheme is located within the Parallel Roads of Lochaber SSSI, and the Glen Roy and the Parallel Roads of Lochaber GCRS, which have been designated for earth science/geological features. The works will be restricted to the existing A82

carriageway boundary and will not involve any [Operations Requiring Consent](#). It has been concluded that the works will not result in any change to the SSSI and GCRS by virtue of the following factors:

- All works are restricted to made-ground within the footprint of the A82 trunk road, with only 'like-for-like' replacement of surface (carriageway or footway) being undertaken, which will not involve any change of the natural landscape or its features and processes.
- There is no requirement for land take (or resources) or site clearance associated with the scheme and the works are limited to the existing A82 carriageway boundary, and as such stay within engineered ground.
- Works will follow best practice, and will not promote the known negative pressures on the features; no development or dumping/storage of materials will occur out with the existing engineered carriageway boundary.
- Standard good practice measures, like containment measures for working near water, to prevent water and soil pollution will be detailed in the SEMP and adhered to on site.

All works are confined to the A82 carriageway and are restricted to like-for-like replacement of the road and footway surfacing material (and associated kerbing). No earthworks are expected as part of these works, however excavation within made-ground may result in localised and minor soil exposure or disturbance. The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges is not permitted.
- 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, and no change will occur to the designation features of the SSSI/GCRS. 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.
- Planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will 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 undertaken where possible, 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.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a combination of day-time and night-time working patterns, and numerous properties fall within 300m of the scheme. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. 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.
- Residents within 300m of the scheme will be notified in advance of the works, likely by a letter drop. This notification will include details of proposed nature, timings and duration of the works, and a 24-hour contact number for the BEAR Scotland Control Room.
- The Environmental Health Officer (EHO) for the Highland Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed as early in the nightly schedule as possible, where reasonably practicable.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant 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 local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. Some local facilities and access points are located within the scheme extent, however local access will be granted where required. Road users and local bus operators 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 (15 days/nights in total) and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from night-time works to daytime works) 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.
- In the event of bus stop closures, appropriate alternative bus stops will be set-up outwith traffic management, which will be clearly signed and fully accessible.
- 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

During resurfacing works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain/flooding) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be 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 will 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 must 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 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.

Vulnerability of the project to risks

A small area of the A82 carriageway at the western scheme extent is recorded as being at medium risk of flooding (0.5% chance of flooding each year). Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the made ground of the A82 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last only 15 days/nights in total. Traffic management will consist of a combination of dayshift lane closures with temporary traffic lights, and nightshift full road closure with amnesties. Where required, alternative pedestrian provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

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

Assessment of cumulative effects

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Highland Council Planning Portal ([Map Search](#)) identified three planning applications yet to be constructed within close proximity (100m) of the scheme in the last five years including the erection of building for use as additional accommodation (18/05250/FUL; approved in March 2019), erection of an extension (21/01659/FUL; approved in May 2021), and siting of holiday letting unit (24/00299/FUL; approved in March 2024). No specific dates for construction are listed for these applications. These two erections are located adjacent to the A82 carriageway and will likely require access via the scheme extent to facilitate any works.

In the event of an overlap, given the nature, scale, and construction duration of the proposed works it is not anticipated that the scheme will interact with any of the above planning applications in such a way as to produce significant combined environmental effects.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified no other roadworks that are programmed during the works, or noted as being planned in the vicinity of the scheme in the next six months. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects anticipated.

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 within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

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 Parallel Roads of Lochaber SSSI, 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 restricted to the 0.33ha of existing carriageway boundary (including adjacent footways).
- Works are restricted to like-for-like replacement of worn road and footway surface, with all works restricted to made-ground on the A82 carriageway boundary.
- The works will be temporary, transient, localised, and completed during a combination of both daytime and night-time hours on a rolling programme.
- 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.
- By removing the carriageway defects this will provide this part of the A82 carriageway with another life cycle, and significantly improve the ride quality,

which will result in safer conditions for road users. Similarly, pedestrians and NMUs will benefit from improved footway surfacing.

- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.

Location of the scheme:

- Works are not located within an area designated for its specific landscape character or quality.
- The works will not result in any change to the qualifying features of the nearby SSSI or GCRS in which the scheme is situated.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take, or alter any local land uses or habitats.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- 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.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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.



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