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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A82 South of Three Waters – Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on the A82 carriageway south of scenic viewpoint of Three Waters. The works will consist of carriageway resurfacing and reinstatement of road markings over a length of 1235m, with a total works area of approximately 0.75ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Roll surface and allow it to go off.
- Mark out lining schedule on site.
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The scheme is currently programmed to be completed within the 2023/2024 financial year, with a proposed start date of 29/10/2023. However, works may be delayed into the first half of the 2024/2025 financial year (April 2024 to September 2024 inclusive). Works are expected to be completed over 5 nights, operating between the hours of 19:00 and 07:00; however, changes in the programme may result in the need for daytime works.

Traffic management (TM) will consist of a full carriageway closure, which will be facilitated by a local diversion. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A82 within the Scottish Highlands approximately 9km east of village of Glencoe, within the Highland Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NN 19586 56393
- Scheme End: NN 18792 56256

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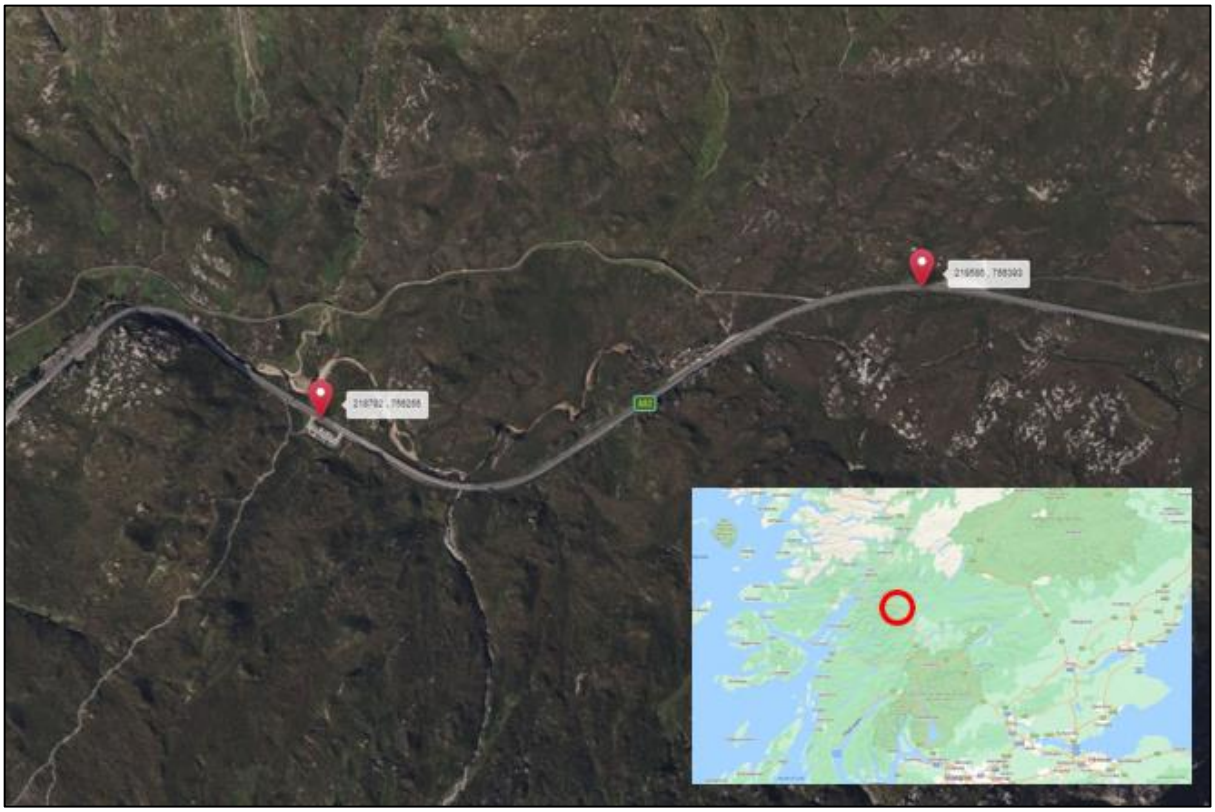

Figure 1. Location and scheme extent of the proposed resurfacing works at A82 South of Three Waters. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-66).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) declared by the Highland Council (Air Quality Scotland). The closest air quality monitoring station is located in Fort William 20km northwest of the scheme, which records local concentrations of Ozone (O_3), Nitric oxide (NO_2) and Nitrogen dioxide (NO). The levels at the time of the search were recorded as low. Due to the rural nature of the scheme, pollution levels are considered to be lower than those recorded in Fort William.

The closest site registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases is within Fort William (Liberty Lochaber Aluminium Smelter), approximately 20km northwest of the scheme.

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

Cultural heritage

According to PastMap, the following features of cultural heritage are recorded within 300m of the scheme:

- Four Canmore National Records (CNRs) and six Historic Environment Records (HERs), the closest of which (Allt Coire Meannarclach) is a CNR and HER of an archaeological feature associated with Glencoe Estate and lies within the verge of A82 carriageway at the scheme western extent. No other features cultural heritage significance are noted within the scheme extents.
    - No features within these recorded CNR/HERs have been assigned protected status.

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

Landscape and visual effects

The scheme is located within Scottish Highlands on a rural stretch of the A82 carriageway. The land surrounding the scheme is of picturesque quality with numerous scenic viewpoints, such as 'The Meeting of Three Waters' located in close proximity to the scheme. The area is popular for travellers, hillwalkers and leisure drivers within the summer months.

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

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

- The dark heritage.

The Landscape Character Type (LCT) within the scheme extent is recorded as Mountain Massif - Lochaber (LCT No. 233), which has the following key characteristics:

- Grey craggy peaks of vast and imposing scale with sweeping concave slopes of steep, smooth rock faces which plummet into glaciated valleys.
- Strong visual force created by the slope profile and accentuated by fans of scree and bracken, which draws the eye up and down the slopes.
- Typical glacial forms such as aretes and carries within the hills, and moraine and erratics along the glen floors.
- Dense patches of coniferous woodland along the base and sides of the glens, often broken by brown plots of clear-felled forest.
- Deep rocky clefts within the hillside carved and highlighted by silvery burns and shadows, sometimes packed with birch trees, forming meandering mossy veins on the rock face.
- Glens affording a small scale refuge from the vast mountainous masses and often containing roads, footpaths, settlement and picnic areas.
- Rivers along the glen floor that are wide and shingly near the mouth, steep and rocky higher up the glen; these are often highlighted by clumps of alder, rowan and birch.
- Single track roads, often with dead ends, small bridges and stone dykes, concentrated along the small scale glens; their scale provides a contrast to the experience of the vast scale of the landscape.

Biodiversity

The scheme lies within the Glen Etive and Glen Fyne Special Protection Area (SPA) (SiteLink).

The scheme extent also lies within Glencoe National Nature Reserve (NNR) (SiteLink). The Glencoe NNR is noted for mountains, picturesque landscape and valuable history which lies in the heart of the Scottish Highlands**.**

Glen Coe Special Area of Conservation (SAC) (SiteLink) lies 480m west of the scheme. The qualifying feature of the SAC are:

- Acidic scree; latest condition assessed (2015) as unfavourable no change.

- Alpine and subalpine calcareous grasslands; latest condition assessed (2017) as unfavourable no change.
- Alpine and subalpine heaths; latest condition assessed (2016) as unfavourable recovering.
- Base-rich fens; latest condition assessed (2015) as favourable maintained.
- Dry heaths; latest condition assessed (2014) as unfavourable declining.
- Clear-water lakes or lochs with aquatic vegetation and poor to moderate nutrient levels; latest condition assessed (2009) as favourable maintained.
- High-altitude plant communities associated with areas of water seepage; latest condition assessed (2009) as unfavourable no change.
- Montane acid grasslands; latest condition assessed (2003) as unfavourable recovering.
- Mountain willow scrub; latest condition assessed (2016) as unfavourable recovering.
- Plants in crevices on acid rocks; latest condition assessed (2009) as favourable maintained.
- Plants in crevices on base-rich rocks; latest condition assessed (2009) as favourable maintained.
- Species-rich grassland with mat-grass in upland areas; latest condition assessed (2012) as unfavourable no change.
- Tall herb communities; latest condition assessed (2014) as favourable Maintained.

Invasive species, trampling and under/over grazing are recorded as a negative pressure for most of qualifying interests listed above.

Glen Coe SAC also overlaps with part of Glen Etive and Glen Fyne SPA (described above).

The National Biodiversity Network (NBN) Atlas (NBN Atlas) has no records of protected terrestrial, aquatic or semi-aquatic mammal species within 2km of the scheme during the past 10-years. Only records with open-use attributions (OGL, CCO, CC-BY) were included in the search criteria.

The BEAR Scotland NW roadkill database holds no records of protected species road casualties within 300m of the scheme within the last 10 years.

There are no records of invasive non-native species (INNS), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), found using the same search criteria. The following records of injurious weeds, as listed under the Weeds Act 1959, and invasive native perennials, as listed in the Trunk Road Inventory Manual, were found using the same search criteria:

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

None of the noted invasive and injurious plant species lie within the scheme extents.

A search with Transport Scotland's Asset Management Performance System (AMPS) did not identify any invasive or injurious plant species within the scheme extents. All works will be restricted to the A82 carriageway boundary with no verge works required, therefore it is unlikely that any invasive or injurious plants/weeds will be encountered.

Habitats surrounding the A82 are dominated by extensive areas consisting of temperate shrub heathland, raised and blanket bogs, Atlantic parkland and agricultural grassland. Woodland is generally absent with some young individual trees scattered across the landscape. The freshwater habitat is provided by River Coe and a high number of small tributaries which scatters surrounding landscape. Due to the open nature of the surrounding environment and no or very limited tree cover, it is unlikely that these areas will be habituated by protected mammals.

Considering the lack of shelter, the permanent habitat, or resting places in proximity to the scheme offers no or only limited habitat for terrestrial mammal species of conservation importance. In addition, the works are restricted to the made ground of the A82 carriageway with works undertaken over 5 nights on a rolling programme. As such, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

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

Bedrock within the scheme extent is comprised of the following igneous bedrocks (BGS GeoIndex):

- Glencoe Volcanic Formation (rhyolitic lava and rhyolitic tuff).
- Glencoe Volcanic Formation (lava, andesitic).
- Glencoe Volcanic Formation (agglomerate).
- Etive Dyke Swarm (microdiorite, porphyritic).

There is no data available regarding the superficial deposits within the scheme extent (BGS GeoIndex). The nearest layers of superficial deposit to the scheme are noted as:

- Hummocky (moundy) Glacial Deposits (diamicton, sand and gravel).
- Alluvium (clay, silt, sand and gravel).

Soils within the scheme extent are recorded as peaty podzols and peaty gleys (Scotland's Soils).

As a result of the works taking place strictly within made ground within the A82 carriageway boundary, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

- Asphaltic material
- Road-marking paint
- Bituminous emulsion bond coat
- Milled in road studs

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

As the value of the works do not exceed £350,000, a Site Waste Management Plan (SWMP) is not required for this scheme.

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

Noise and vibration

The scheme lies on a rural stretch of the A82 carriageway. The nearest population point Glencoe is located 9km west of the scheme. There are no residential or commercial properties within 300m of the scheme.

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

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

Population and human health

There are no residential or commercial properties located within 300m of the scheme extents. One access point to a truck road is located within the scheme extents.

There are no National Cycle Network (NCN) routes (SusTrans) or core paths (Scotland's Environment) within the scheme extents. Two walking routes 'Two Lairigs, Glen Coeas' and 'Buachaille Etive Beag' as listed on WalkHighlands (WalkHighland) both lie 15m west of the scheme western extents. Numerous sections of unofficial pedestrian paths lie along the A82 eastern carriageway. There are no bus stops or other pedestrian facilities along the A82 within the scheme extent.

One car park (Buachaille Etive Beag car park) and two laybys are located along the A82 carriageway within the scheme extents, on both the eastbound and westbound carriageways.

There is no street lighting present on the A82 at this stretch of the road.

Traffic management (TM) will consist of a full carriageway closure, which will be facilitated by a local diversion. If access to any of noted pedestrian facilities may be disrupted due to presence of works, TM will be arranged as such that non-motorised users (NMUs) will have full access through/around the area of works as required.

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

The estimated Average Annual Daily Flow (AADF) in 2022 for the A82 carriageway (3.2km west of the scheme) accounted for 3,007 vehicles, 6.1% of which were heavy goods vehicles (HGVs) (Road traffic statistics).

Road drainage and the water environment

The A82 trunk road lies along and spans the River Coe (ID: 20325) within the scheme extents. The River Coe is a waterbody which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having an overall status of 'High' (SEPA Water Environment Hub).

At least three unclassified and unnamed tributaries are culverted beneath the A82 within the scheme extents, all outflowing into the River Coe. There is an abundance of minor tributaries and grassland areas with standing water in proximity to the scheme.

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

The A82, within the scheme extents has not been highlighted as having surface water flooding (SEPA Flood Map).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

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

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

Cultural heritage

Although there are records of cultural heritage interest within 300m of the scheme extents, there are no earthworks associated with the scheme and construction of the A82 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. All works are confined to the upper engineered layers of the A82 carriageway and are restricted to like-for-like replacement of the road surfacing material. Therefore, the works do not include any alterations that would affect the historic and architectural character of the noted cultural heritage records or features, or would have the potential to expose any undiscovered features of cultural heritage.

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

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

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

Landscape and visual effects

The scheme is located within Ben Nevis and Glen Coe NSA. Works will be restricted to the like-for-like replacement of surfacing on the A82 carriageway, and will not result in any change to the special qualities of the NSA. No consultation is required.

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

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and

machinery. Proposed works will be restricted to the A82 carriageway and will be carried out over ten nights. The following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing temporary adverse landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

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.

A Habitat Regulations Assessment screening undertaken for Glen Etive and Glen Fyne SPA concluded that the works do not have potential to result in Likely Significant Effects (LSE) on this SPA, based on 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 road surface being undertaken, which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SPA and the works are limited to the existing A82 carriageway boundary, and as such stay within engineered ground.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- Disturbance levels due to resurfacing works are unlikely to be significantly higher than disturbance due to normal traffic on the A82.
- Works will not entail excavation or tree felling.

- All works will be completed over 5 nights. The times of artificial lighting use will be limited to will move with the movement of the works, providing some dark periods within previously lit areas. In addition, the lighting will be directed in a way to reduce the spread and ensure that only the task area is lit.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

The works are limited to like-for-like replacement of road surfacing material, therefore the works will not have an impact on Glencoe NNR.

Although Glen Coe SAC lies 480m west of the scheme, the SAC is suitably set-back and screened from the scheme. Furthermore, the SAC is designated for a variety of habitat features which are not mobile in nature and the works will be isolated from the road drainage system or produce significant amounts of dust to have an in-direct effect on the SAC.

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

- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. NatureScot will be consulted for further advice as required.
- Artificial lighting will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas as far as is reasonably practicable.
- Operatives will remain within the carriageway boundary and the adjacent paved footway and will not be required to enter areas of INNS. The BEAR Scotland Environmental Team will provide further advice as required.

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

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 and unnecessary production of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- Presence of coal tar has been confirmed. Road planings containing coal tar will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings (Coal Tar Guidance). This will include:
    - Coal tar contaminated road planings will be classified as a Special Waste.
    - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
    - Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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. Although there are no residential or commercial properties located within the 300m of the scheme, several pedestrian facilities lie within and in proximity to the scheme. The proposed scheme is anticipated to result in temporary adverse noise impacts during the construction programme. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- The Environmental Health Officers (EHO) from Highland Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed as early in the nightly schedule as possible, where reasonably practicable.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

Traffic management (TM) will consist of full road closures facilitated by a local diversion. Vehicle users of the A82 carriageway during the construction period are likely to experience delays due to traffic restrictions. Non-motorised use (NMU) of the adjacent unofficial footpath and walking routes may be disrupted due to presence of works, however TM will be arranged as such that NMUs will have full access through/around the area of works as required.

Works will be restricted to the A82 trunk road carriageway. The works will be of relatively short duration (5 nights) and will move progressively along the full scheme

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

- Notification will be issued to local residents prior to commencement of the works, advising of any proposed works and expected restrictions.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site. However, works will be carried out during night-time working hours when it is expected that pedestrian footfall will be low.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

Road drainage and the water environment

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

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- The scheme will not entail any in-stream works.
- No discharges into any watercourses or drainage systems 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.
- All hazardous material stored on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements for safe storage.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This shall be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

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

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

Major Accidents and Disasters

There are no surface water flooding issues noted at A82 carriageway within the scheme extents.

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 5 nights. TM will consist of road closures with a diversion route.

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

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

Assessment of cumulative effects

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

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

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR 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) is located wholly with a 'sensitive area'.

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:

- Construction activities are restricted to the <1ha area of existing carriageway boundary.
- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made-ground on the A82 carriageway surface.
- The works will be temporary, localised, and completed during night-time hours, when the traffic count and footfall are at their lowest levels.
- There are no residential or commercial receptors in proximity to the scheme.
- No in-combination effects have been identified.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide these parts of the A82 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- 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. 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.

Location of the scheme:

- Works will not result in any residual visual change, and as such will have no change to the local landscape.
- The HRA concluded that the works do not have potential to result in LSE on the Glen Etive and Glen Fyne SPA.
- The works will not result in any change to the qualifying features of the NSA, SPA or nearby SAC.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

"sensitive area" means any of the following:

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

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