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Environmental Impact Assessment Record of Determination

A82 Clachaig Inn

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on a stretch of the A82 trunk road, approximately 4.5km southeast from the rural village of Glencoe. The scheme covers an approximate area of 0.438ha and is 730m in length. Carriageway resurfacing will involve the milling out and replacement of up to 155mm of bituminous material and the replacement of road markings. The package of works will include:

- 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.
- Install road markings and studs.
- Remove TM and open road.

The works are currently scheduled to take place from 26/08/2024 and last for a duration of 4 nights. Works will take place during nighttime hours (19:00 to 07:00). The works are necessary to rectify surface deterioration.

Traffic Management (TM) will include night-time road closure with hourly amnesties. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8.

Location

The scheme is located on a stretch of the A82 trunk road approximately 4.5km southeast from the rural village of Glencoe within Highland Council (Figure 1). The scheme has the following National Grid Reference (NGR):

- Scheme start point NGR: NN 14810 57159
- Scheme end point NGR: NN 13811 56657

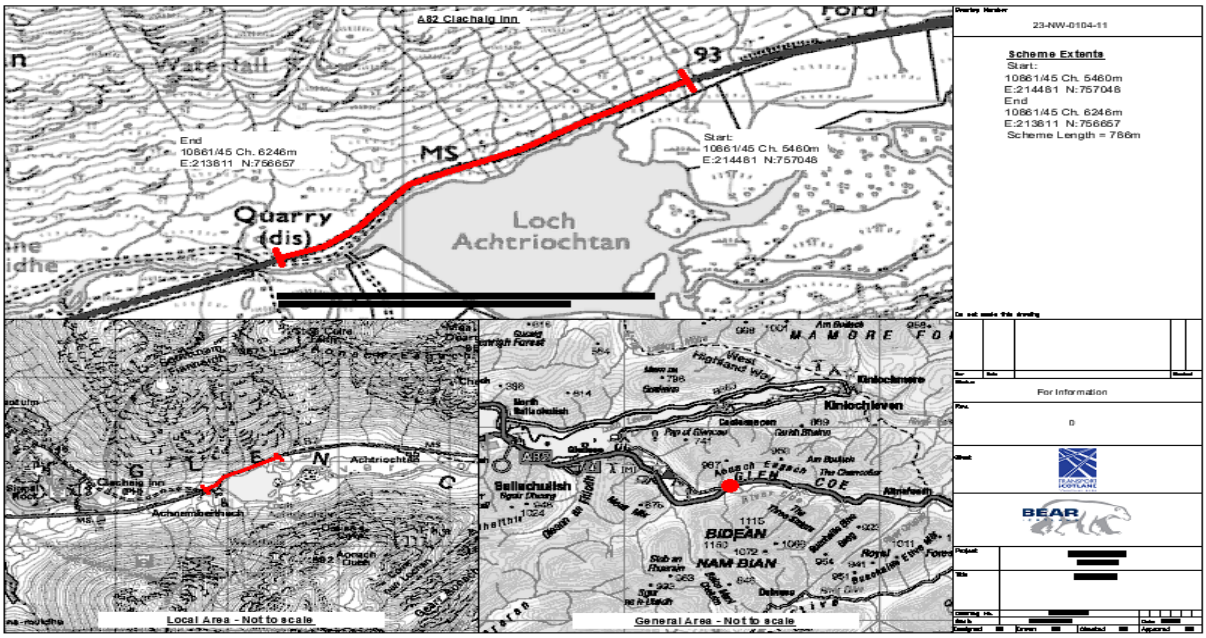

Figure 1 Location of A82 Clachaig Inn resurfacing scheme.

Description of local environment

Air quality

No Air Quality Management Areas (AQMA) (Air Quality Management Areas) are located within 10km of the scheme.

There are no air quality monitoring stations within 10km of the works (Scottish Air Quality). The closest air monitoring station is located within Fort William which is approximately 18km southeast of the scheme.

No sites registered on the Scottish Pollution Release Inventory (SPRI) are located within 10km of the scheme (Scottish Pollution Release Inventory).

Annual Average Daily Flow (AADF) at the nearest traffic monitoring point on the A82 (site number 30768) located within the scheme, recorded a total of 6540 motor vehicles in 2022 as average daily flow, of which 2.4% (162) of which were Heavy Goods Vehicles (HGVs) (Road traffic statistics).

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A82 trunk road. Secondary sources are derived from vehicles travelling along the local road network and rural activities associated with land management within the area.

Cultural heritage

According to Scotland's environment web, there are three cultural heritage features located within the scheme extents:

- Canmore, Loch Achtriochtan Garden Parks and Urban Spaces lies approximately 8m north from the A82 carriageway.
- Canmore, Glencoe Rig and Furrow lies approximately 50m north from the A82 carriageway.
- Canmore, ‘Achnambeithach’ (Glencoe Mountain rescue post), farmhouse which lies approximately 220m southeast from the A82 carriageway.

There are no Listed Buildings, Scheduled Monuments, Historic Environment Records (HERs), Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites found within 300m of the scheme extent.

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A82 is likely to have removed any archaeological

remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme is located within the Ben Nevis and Glen Coe National Scenic Area (NSA) (9120). The special qualities include the following:

- 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 fjord-like upper Loch Leven
- Long and green Glen Etive
- The dark heritage.

The scheme is not located within a National Park (NP) (SiteLink).

The scheme is located within a rural location southeast of the rural village of Glen Coe. Land is rugged and wild, with steep sided valleys throughout which is predominantly used for recreation all year round. Small pockets of forests are dotted throughout the landscape and the River Coe is a feature within the scheme as it meanders its way through the valley floor.

The Landscape Character Type (LCT 233) within the scheme extent is recorded as Mountain Massif - Lochaber, 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.

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 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.

Biodiversity

The scheme lies within Glen Coe Special Area of Conservation (SAC) (8264).

Although the A82 at the scheme extents lies within Glen Coe SAC, the works are confined to the surface of the carriageway and considering the non-mobile nature of the qualifying features of the SAC, there is no potential for the proposed works to result in Likely Significant Effects (LSE) on the qualifying features of the SAC.

Glen Etive and Glen Fyne Special Protection Area (SPA) (8401) lies adjacent to the scheme.

There are no Local Nature Reserves (LNR) (SiteLink) within 300m of the scheme. However, the scheme lies within Glencoe National Nature Reserve (NNR) (10532).

Glen Coe Site of Special Scientific Interest (SSSI) (731) lies within the scheme extent.

The National Biodiversity Network Atlas (NBN) highlighted no records of protected mammal species within 2km of the scheme during the past ten years. Only records with open-use attribution (OGL, SSO, CC-BY) were included in the search criteria. However, numerous records of bird species were returned within 2km of the works by using NBN search (within the last 10 years). Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

The NBN Atlas did not return records of invasive non-native species (INNS) as listed on Schedule 9 of the WCA, by 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 returned by using the same search criteria:

- Rosebay willowherb (*Chamerion angustifolium*)
- Common ragwort (*Jacobaea vulgaris*)

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

Habitats surrounding the scheme extent are dominated by bracken and heather moorland, with pockets of coniferous woodland dotted throughout the landscape. Freshwater habitat with associated riparian zones are provided by Coe and Loch Achtriochtan, which lie south of the scheme.

There are no records of ancient (of semi-natural origin) or long-established (of plantation origin) woodlands listed on the Ancient Woodland Inventory Scotland (AWI) that lie within 300m of the scheme.

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme (Highland Tree Preservation Orders).

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

Loch Achtriochtan Geological Conservation Review Site (GCRS) (site code: 9739) lies partially within the scheme extents and is overlapped by Glen Coe SSSI (site code: 731) which has been designated for the following earth science features:

- Caledonian Igneous
- Fluvial Geomorphology of Scotland
- Mass Movement

Bedrock within the scheme extent is comprised of Leven Schist Formation – pelite, which is a metamorphic bedrock and formed between 1000 and 541 million years ago between the Tonian and Ediacaran periods (BGS Geology Viewer).

Superficial deposits within the scheme extents are listed as Alluvium – clay, silt, sand, and gravel, which is a sedimentary superficial deposit and formed between 11.8 thousand years ago and the present during the Quaternary period (BGS Geology Viewer).

The local soil type is recorded as mineral alluvial soils with peaty alluvial soils (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on Scotland's Peat Map Carbon and Peatland map. Class 0 is mineral soil, and peatland habitats are not typically found on such soils.

Material assets and waste

The proposed works are necessary to resurface the worn carriageway, with possible requiring for binder inlay, and reinstation of road markings. Materials used will consist of:

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

Wastes are anticipated to removed road 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.

The value of the scheme does not exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is not required.

No site compound is required for these works. Storage of plant and equipment will be within the A82 carriageway.

Noise and vibration

The scheme extent is located within a rural area. Properties within 300m of the scheme are described below under 'Population and Human Health'.

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

There are no data of modelled noise levels for night times (Lnight) within the scheme extents (Scotland's Noise Map).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 carriageway. Secondary sources are derived from vehicles travelling along the local road network and rural activities associated with land management within the area.

Population and human health

The scheme falls within a stretch of the A82 which is very popular with visitors all year round. There are two points where parking is provided in proximity to the scheme extents:

- Loch Achtriochtan Car Park (NB carriageway) which has an access road/junction leading from the A82 (beyond the scheme extent), from which one property ('Achnambeithach') located approximately 220m southeast from the A82 carriageway, is accessed via this car park over a small bridge.
- Loch Achtriochtan viewpoint car park (SB carriageway) is a layby accessed directly from the A82 SB carriageway.

There are no commercial properties or other public amenities located within 300m of the scheme.

There are no National Cycle Network (NCN) routes (OS Maps) or paths listed on WalkHighlands (Walkhighlands) within 300m of the scheme. However, there is one core path 'An Torr – 3 Sisters Viewpoint' (ref: LO09.09) (Core Paths in Highland Council area) that runs parallel to the A82 carriageway (approximately 3m south at its closest point) and continues throughout the scheme length from the Loch Achtriochtan Car Park (NB).

TM will consist of nighttime road closure with hourly amnesties.

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency (Water Classification Hub) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A82 within the scheme extent.

River Coe (ID 20325) is a river in the Appin Coastal catchment of the Scotland River basin district which at its closest point lies approximately 40m south from the scheme. The main stem is approximately 19.6 kilometres in length. River Coe has

been classified by SEPA as having an overall classification of 'high' (in 2022) under the WFD 2000/60/EC (Water Classification Hub).

Loch Achtriochtan is an unclassified loch which is located 15m south of the scheme.

A number of minor tributaries and drains lie within 300m of the scheme.

The scheme falls within Kinlochleven (ID 150684) groundwater body which has been classified by SEPA in 2022 as having 'good' overall condition (Water Classification Hub). Groundwater body is also designated as a Drinking Water Protected Areas (Ground).

The SEPA indicative surface water online SEPA Flood Maps tool records that the scheme falls within an area that has no likelihood for flooding.

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 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 the air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant, vehicles, and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems and switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving the site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Good housekeeping will be employed throughout the work.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A82, and construction works are programmed to be of short duration, undertaken during the nighttime and as such, the visual impact of the works will be minimal. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected therefore there will be no change on special qualities of Glen Coe National Scenic Area.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or 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 swill 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

The scheme is situated within Glen Coe SAC and lies adjacent to Glen Etive and Glen Fyne SPA. It was assessed that a HRA was required for the qualifying features of both sites. The HRA concluded that the works do not have a potential for Likely Significant Effects (LSE) on the qualifying features of Glen Coe SAC. On assessing the qualifying features of Glen Etive and Glen Fyne SPA LSE could not be ruled out and an appropriate assessment was undertaken. It concluded that no Adverse Effect on Site Integrity (AESI) for the Glen Etive and Glen Fyne SPA based on the following factors:

- No works will take place within the boundary of the SPA and no in-water works are required; as such, no direct impacts (e.g., habitat loss) will occur.
- Given the minor and localised nature of the works, the lack of requirement for in-water works, and adherence to good practice measures for pollution prevention, no risk of significant pollution impacts (to watercourses or associated feeding grounds) was identified.
- Although the works will result in a temporary (localised) increase in noise, this is unlikely to significantly affect the qualifying features of the SPA due to being habituated to the disturbance associated with the A82 carriageway.

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. However, works are restricted to the A82 trunk road boundary and the number of construction vehicles and construction operatives required onsite is low. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82 and the scheme is of short duration. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

The scheme lies within Glencoe National Nature Reserve (NNR); however, 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 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 Environment Management Plan (SEMP) and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A82 and the scheme is of relatively short duration. 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 to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.

- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting (where required) will be directed away from areas of 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.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The scheme is located within Glen Coe SSSI and the Loch Achtriochtan GCRS, which have been designated for earth science/geological features. The works will be restricted to the existing A82 carriageway boundary with no verge present, furthermore the works will not involve Operations Requiring Consent, and as such consent from NatureScot is not required. 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) 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 surfacing material. 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/personal 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 be available for inspection. A copy of the Duty of Care paperwork will be produced 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).
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site should be visually checked to ensure they have not become blocked as a result of the scheme.
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA. Works will be completed over 4 nights and works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

Upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Environmental Health Officer (EHO) for Highland Council will be notified of the works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on 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 access points are located within the scheme extent, however local access will be granted where required. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration (4 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:

- Any changes of schedule (e.g. change from nighttime works to daytime works) will be communicated to local residents throughout the programme.

- Construction lighting will consider the need to avoid illuminating surrounding environment to avoid a nuisance and non-essential lighting will be switched off.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR 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 due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR Scotland maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential 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:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.

- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill shall 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.
- 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, material 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

The scheme falls within a stretch of A82 which has no likelihood for flooding present. There will be no change to the likelihood of flooding on the A82 within the scheme extents upon completion of the works.

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 for only 4 nights in total. Traffic management will consist of nighttime road closure with hourly 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 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 (Highland Council Planning Portal) did not identify approved planning applications within 300m of the scheme.

A search of the Scottish Road Works Commissioner website (Scottish Road Works Online) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature

of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects 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.

A Habitats Regulations Appraisal has determined that the works will not result in likely significant effects on Glen Coe SAC and will not result in AESI on Glen Etive and Glen Fyne SPA.

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 wholly within Ben Nevis and Glen Coe NSA, Glen Coe SSSI and lies adjacent to Glen Coe SAC, which are ‘sensitive areas’ within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is restricted to the 0.438ha of existing carriageway boundary.
- Works are restricted to the like-for-like replacement of worn road, with all works restricted to made ground on the A82 carriageway boundary.
- The works will be temporary, transient, localised, and completed during nighttime 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.
- 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:

- The works will not result in any change to the qualifying features of the Glen Coe SAC, Ben Nevis and Glen Coe NSA, Glen Coe SSSI or Loch Achtriochtan GCRS in which the scheme is situated.
- Glen Etive and Glen Fyne SPA lies partially within the scheme. It has been assessed that the works will not result in AESI on the SPA.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- 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.
- No site compound is required for this scheme.

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.
- 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.

References of supporting documentation

Habitats Regulations Appraisal (HRA) Screening (A82 Clachaig Inn Environmental Screening); July 2024.

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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